

U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	DISTRICT OF COLUMBIA - Highway Safety Plan - FY 2019
State Office	District Highway Safety Office
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	DISTRICT OF COLUMBIA - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Carole Lewis
Submission On:	6/28/2018 1:34 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Problem Identification

The HSO uses the problem-identification process and guidelines outlined in the NHTSA *Traffic Safety Performance Measures for States and Federal Agencies* and the *GHSA Guidelines for Developing Highway Safety Performance Plans*.

This is a crucial step in solving the problem and determining which projects to implement that would be most effective and efficient in addressing the District's crashes, injuries and fatalities. An initial review of the data highlights those factors that contribute to a high percent of fatalities and injuries.

Target-Setting Process

The overall goal of the HSO is zero deaths from traffic-related crashes in the Nation's Capital. However, when setting the performance targets, participants must ensure targets are obtainable and follow the SMART principle: S—Specific, M—Measurable, A—Action-oriented, R—Realistic, and T—Time-frame.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The HSO collaborates with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. These partners work together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and injuries. The following are the public sector and community partners for FY2019:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (COG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- Office of Information Technology and Innovation (OITI)
- Department of Motor Vehicles (DMV)
- Department of Health (DOH)
- Fire and Emergency Medical Services (FEMS)
- US Capitol Police
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- Howard University
- McAndrew Company, LLC
- KLS Engineering, LLC
- Federal partners include:
 - National Highway Traffic Safety Administration (NHTSA)
 - Federal Highway Administration (FHWA)
 - Federal Motor Carrier Safety Administration (FMCSA)
 - US National Park Service
 - Other Federal Partners

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The District of Columbia is located in the mid-Atlantic region of the U.S. East Coast and is bordered by Montgomery County, Maryland, to the northwest; Prince George's County, Maryland, to the east; and Arlington and Alexandria, Virginia, to the south and west. As the Nation's Capital, the District is independent and is not part of a state.

The U.S. Census Bureau estimates the District's population was 693,972 on July 1, 2017, a 15.3 percent increase since the 2010 U.S. Census. The increase continues a growth trend since 2000, following a half-century of population decline. The District has increased the proportion of white, Asian, and Hispanic residents, and a decline in the city's African-American population. The District is the center of all three branches of the Federal government and the home of many of the national monuments and museums. It also is the location of 176 foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations, which results in an ethnically diverse, cosmopolitan, mid-size capital city.

The District of Columbia Department of Employment Services states the total number of jobs in the District in April 2018 was 788,000, reflecting an increase of 10,900 jobs from April 2017. The District's unemployment rate is 5.6 percent. Federal employees make up 25.7 percent of the District's workforce (200,100 workers). Some of the other largest employers are medical institutions. There are 14 hospitals (four are accredited trauma centers), including the George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital, which employ approximately 28,200 employees. Professional, scientific, technical, and business services employ more than 166,300 people. During the workweek, however, the number of commuters from the suburbs into the city swells the District's daytime population to more than 1.5 million people, or more than 2.5 times the resident population. Therefore, unlike any other state in the nation, solving the District's crash problem is a regional issue.

The District Department of Motor Vehicles reports, as of March 31, 2018, the total number of licensed District drivers was 476,242—male drivers 233,291 and female drivers 242,811, which represents a 5 percent increase from March 2017 of 453,658. There are 309,185 registered vehicles (0.2 percent decrease from March 2017 of 309,900 vehicles) in the District, as of March 31, 2018.

This plan is data-driven and evidence-based on current analytics performed on crashes, population, registered drivers, citations and other data to ensure the best possible use of Federal and District funds dedicated to traffic safety. The Plan is prepared each year and details the District's priority areas, sets goals and performance measures, and describes specific project activity proven to reduce District traffic crashes, injuries, and fatalities.

The following factors were considered when setting the performance targets for FY2019:

- **Fatality Numbers.** The District fatalities numbers are small and progress to reduce these numbers further becomes increasingly difficult. Therefore, a better use of resources might be to look at reducing the District's injuries.
- **Legalization of Marijuana.** In February 2015, it became legal in the District for adults 21 years and older to use up to two ounces of marijuana and grow up to six plants in their homes for personal use. This has increased the potential for drug-impaired driving in the District.

- **Nonmotorized Trips.** The increase number of bike and pedestrian trips, e.g., Bikeshare trips has increased by 11 percent from 3.3 M trips in 2016 to 3.7 M trips in 2017 with 35 percent being the casual rider—not registered in the Bikeshare system.
- **New Modes of Transportation, DC Streetcar.** The Streetcar service on H Street commenced in March 2016 with daily weekday passenger averaging 2,419 passengers (67,853/month). In 2017, ridership has reached a high of 1,184,708; 98,725 riders per month. As of April 2018 total ridership for 2018 has reached 382,343; 95,585 per month or 7.7 percent increase compared to 2017.
- **New Crash-Reporting System.** In August 2015, the District implemented a new system that captures injury data based on the MMUCC 4th Edition, 2017. There is a high probability that future serious-injury numbers resulting from a crash will increase as all officers complete training and provide more accurate and consistent coding in the field.
- **Vehicle Miles Traveled (VMT).** Preliminary numbers indicate an increase from 3,621,959,278 in 2016 to 3,711,065,230 in 2017, a 2.5 percent increase.

When considering all these factors, exposure can potentially increase by at least 10 to 15 percent per year. However, the relative risk varies that 1) a driver or passenger, 2) a bicyclist, or 3) a pedestrian might die or be seriously injured in a traffic collision. It is clear that countermeasures to improve road safety must come from activities that reduce:

- Exposure
- Risk of the crash
- Risk of injury

Prior to 2016, the Metropolitan Police Department (MPD) database defined injury data as “disabling and non-disabling.” In 2016, the MPD changed the injury severity level coding in its crash form to correspond with the MMUCC, as per Federal regulation under MAP-21[1]. This plan includes all injuries as defined by MMUCC as:

- **Suspected Serious Injury.** Any injury other than fatal that results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest, or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness when taken from the crash scene; and paralysis.
- **Suspected Minor Injury.** Any injury that is evident at the scene of the crash other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

As Table 1 indicates, the major problems in the District to be addressed are pedestrian and bicyclist, followed by aggressive and impaired driving. The highest number of crashes resulted from aggressive driving behavior, followed by pedestrian and impaired driving.

Table 1: Crash Data by Highest Injuries Causes in 2017

	2016 Fatalities (FARS)*	Injuries (2017)	Total Crashes (2017)
Pedestrian	8	516	1,093
Bicyclists	1	413	857
Aggressive Driving	16	201	3,848
Impaired Driving	10	116	718
Occupant Protection	6	59	490
Motorcyclists	6	111	227
*- FARS 2017 data is not yet available			

The District is committed to mitigating these problems and providing a safe transportation system for all road users. As such, the HSP details a number of strategies in enforcement, education, and emergency services developed to reverse any negative trends and ultimately reduce traffic fatalities and injuries. The goal remains Toward Zero Fatalities.

This document links directly to the District's Strategic Highway Safety Plan (SHSP), last updated in September 2014. The SHSP includes strategies in the 4Es of traffic safety—engineering, enforcement, education, and emergency medical services—to target distinct emphasis areas believed to significantly reduce the number of deaths and injuries in the District. This HSP addresses three of the emphasis areas outlined in the 2014 SHSP—High-Risk Drivers (Impaired and Aggressive Drivers), Pedestrian and Bicycle Safety, and Occupant Protection.

The HSO focus is on major enforcement and public awareness campaigns implemented in conjunction with national and high-visibility mobilization for the following program areas:

- Impaired Driving
- Occupant Protection
- Aggressive Driving
- Pedestrian and Bicycle Safety
- Traffic Records

[1] Federal Register / Vol. 79, No. 47 / Tuesday, March 11, 2014 / Proposed Rules. Accessed at: <https://www.Federalregister.gov/documents/2014/03/11/2014-05152/national-performance-management-measures-highway-safety-improvement-program>

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Each year, the HSO uses the problem-identification process to identify its highway safety programs; it identifies the top priority areas and sends out a request for grant proposals to address these issues. The HSO uses the SHSP, NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (Eight Edition, 2015), and past experience to select strategies, countermeasures, and projects that could best help the District achieve its safety goals.

Because the District's program is City based, this allows for a less-structured and more open-grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, as it is the only law enforcement agency in the City eligible to receive Federal grant funds. Grant proposal requests posted in the DC Register and the HSO website had a due date of May 1, 2018. The FY2019 Grant Application, along with other grant-related forms, is posted on the HSO website (www.ddot-hso.com).

The following questions are considered when selecting projects for funding:

- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Is the project directly related to the problem identified?
- Are the objectives appropriate to the problem?
- Are the goals and objectives realistic and achievable?
- Are the Performance Measures and Targets appropriate to the Objectives?
- Will this project save lives and reduce serious crashes?
- Are the strategies implemented proven?
- Is this project cost-effective?
- Is the evaluation plan sound? (Is the performance/progress measurable?)
- Is there a realistic plan for self-sustainability (if applicable)?

The HSO and NHTSA jointly review all traffic safety grant applications to ensure the completeness of the application packages and that they clearly identify their problems, goals and objectives, and use of evidence-based strategies and activities and performance measures. Goals and objectives must support the HSO, ensure activities, measure their effectiveness, and estimated costs justify the anticipated results.

Who Can Apply

Any District Government agency or nonprofit organization that can show a plan that addresses an identified highway safety problem may apply for Federal funding. The problem must fall within one of the District's emphasis/priority areas or in an area where there is documented evidence of a safety problem.

A project director of each nonprofit organization must submit a Grant Application and comply with the grant program guidelines, as follows:

- All funding must be for highway safety purposes only.
- All funding must be necessary and reasonable.
- All funding is based on implementing evidence-based strategies.
- All funding is passed through from the Federal government and is subject to both Federal and District regulations.
- All projects must be performance-based in reducing crashes, injuries and fatalities.
- Projects are only approved for one full or partial fiscal year at a time.

- Funds cannot be used to replace or supplant existing expenditures, nor can they be used to carry out general operating expenses of the grantee.
- All funding is on a reimbursement basis. The grantee must pay for all expenses up front and then submit a reimbursement request with the necessary back-up documentation to receive the funds.

The designated project director must ensure project/program objectives are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

Risk Assessment

As required by 2 CFR Parts 200.331(b), a Risk Assessment is conducted for each grantee prior to awarding the NHTSA funds. The objective of this assessment is to provide the District a tool with which to better monitor each grantee. This assessment will evaluate each grantee and identify each as a high-, medium-, or low-risk designation. This allows the HSO to focus its monitoring efforts on the higher risk entities and ensure they meet program requirements and objectives. The risk assessment may include information such as past performance of the grantee during previous grants and review timeliness of claim submissions and progress reports.

The HSO may notify grantees during the assessment of the need to answer or explain any identified deficiencies. Based on the risk level (high, medium, or low), the HSO will determine the level or type of monitoring during the grant period to better track the project progress. Any grantee receiving more than \$200,000 will be subject to onsite monitoring.

Pre-Award Notice and Reporting Requirements

Upon final approval, the HSO Coordinator notifies each project director of the approved amount of funding and advises of individual fiscal and administrative reporting/evaluation requirements.

The HSO monitors all projects on a regular basis, which includes onsite monitoring. Additional monitoring may be required for grantees where the HSO determines that the organization is a medium- or high-risk grantee. Project directors are required to submit a quarterly progress report, which outlines activities from the grant application and submit an equipment record when purchasing equipment. As of FY2019, the HSO will perform onsite monitoring of equipment for any grantee who has purchased equipment under the grant on a biannual basis. **If the grantee is not achieving project goals, then the HSO reserves the right to terminate the project or require changes to the project action plan.**

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then submit a reimbursement voucher and request reimbursement from the HSO. This reimbursement voucher indicates the amount of Federal funding spent. Agencies must attach backup documentation to the submitted reimbursement voucher to include receipts, timesheets, etc. Agencies must submit a final performance report at the end of the project period; it must also provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 1 of each year that the grant is in place.

Quarterly Progress Reports	
Period	Due Date
October to December	January 15th
January to March	April 15th
April to June	July 15th
Final Performance Report	November 1st

Enter list of information and data sources consulted.

Traffic Crash Data

The HSO obtains fatality data through the NHTSA Fatality Analysis Reporting Systems (FARS). The FY2019 Highway Safety Plan uses FARS data from 2012 to 2016 and preliminary 2017 FARS data from MPD. The District's fatality numbers are relatively small and, therefore, uses injury data to get a clearer picture of the District's traffic safety problems.

The HSO, through an agreement with the MPD, has access to the MPD Cobalt-RMS/Traffic Crash system. The access to the crash data is through a REST API called CLERK and HSO can obtain all the crash data, including injury-related data. The Cobalt-RMS/Traffic Crash system interfaces with the DC DMV Destiny system to retrieve driver- and vehicle-related information based on either the Tag or VIN numbers. The HSO can also access the Department of Motor Vehicle (DMV) and obtain number of registered vehicles and number of licensed drivers.

In August 2015, the District implemented a new crash-reporting system that captures injury data based on the MMUCC 4th Edition. There is a high probability that future serious injury numbers resulting from a crash will increase as officers are fully trained and able to more accurately and consistently code in the field.

The identification process examines the following variables: crash severity (fatality and injuries), time of day, day of the week, driver gender and age, contributing circumstances (speed, impaired, seat belt use, etc.), and location by Ward.

Enforcement Data

The MPD is the primary law enforcement agency for the District of Columbia and the HSO works closely with the agency throughout the year to provide locations and time of enforcement activities. The HSO has access to daily enforcement activities and reports on number of citations issued during campaigns and overtime enforcement.

Seatbelt Use Observational Survey

The 2017 observation survey of seatbelt compliance in the District of Columbia was performed from Wednesday, June 1st through Thursday, June 30th, 2017. During this observation period, a total of 15,000 vehicles were observed, resulting in 17,342 driver and right-front passenger observations at the 150 observation sites randomly selected to represent District-wide seatbelt use. The result was an overall weighted statewide seatbelt use rate for the District of Columbia of 93.6 percent.

To calculate the seatbelt usage rates, belted occupants were considered as well as all the drivers and front-seat passengers who were belted correctly. Conversely, "not belted" occupants were considered as drivers and front-seat passengers who were not belted or who were wearing the belt incorrectly—either under their arm or behind their back. Note that all observation sites were original sites; thus, they used no alternate sites. The overall statewide use rate is representative of all front-seat occupants (drivers and right-front passengers), all times of the day (7:30 a.m.–6:00 p.m.) from Monday through Friday.

Strategic Highway Safety Plan

The District's HSP links directly to the District's Highway Strategic Safety Plan (SHSP) 2014 and has the same fatality, serious injury, and fatality per 100 million vehicles miles travelled performance target.

The SHSP's goal is to reduce all traffic-related fatalities and injuries by 20 percent by 2025 and is the guiding document that governs traffic-safety investments throughout the District. The HSO is also responsible for developing and implementing the District's SHSP and has contracted with KLS Engineering on this effort. Two teams involved in the process developed the 2014 SHSP; a Strategic Management Team (SMT)—comprised of executives/senior managers from various agencies, and Safety Partners—agencies or organizations responsible for safety on the District's roadways. The HSO coordinator and previous and current grantees attended these meetings and provided input and guidance relative to the behavioral highway safety program areas.

The SHSP used a systematic data- and information-driven process and guidance from the District's safety partners. The HSO uses two primary crash data sources to analyze and identify the District's most significant traffic safety problems, the NHTSA FARS program and the MPD Crash Data. The latter contains information on crashes and injuries for the District. The HSP and the SHSP use the same process to identify problems in the District and identify/select evidence-based countermeasures. The primary sources for evidence-based strategies are the GHSA *Countermeasures that Work*, NHTSA *Highway Safety Uniform Guidelines*, the NCHRP 500 series, and scientifically sound, evidence-based research regarding strategies not identified by GHSA, NHTSA, or NCHRP.

The problem-identification process uses FARS fatality data and MPD data for injuries. The data queried determines 1) who is involved in a crash (e.g., age, gender, seat belt use, impairment, etc.), 2) when crashes occur (e.g., time of day, day of the week, month), 3) what is the cause of the crash (e.g., speed, alcohol, other), and 4) where crashes occur in the District.

Understanding the data helped the HSO and its stakeholders identify the five Critical Emphasis Areas (CEAs) listed in the 2014 SHSP to improve traffic safety and decrease injuries and fatalities in the District. The following identify the five CEAs (SHSP):

1. High-Risk Drivers
 - a. Aggressive Driving
 - b. Impaired Driving
 - c. Driver Competency and Licensing
 - d. Distracted Driving
2. Pedestrian and Bicyclist Safety
 - a. Pedestrian Safety
 - b. Bicyclist Safety
3. Engineering/Facilities Infrastructure
 - a. Signalized intersections
 - b. Nonsignalized Intersections (STOP Controlled only)
 - c. Work Zones
4. Special Vehicles
 - a. Large Trucks
 - b. Motorcycles
5. Special Target Areas
 - a. EMS
 - b. Occupant Protection
 - c. Traffic Incident Management (TIM)

Vision Zero Plan

In February 2015, Mayor Bowser launched Vision Zero in response to U.S. Department of Transportation Secretary Anthony Foxx's Mayors' Challenge for Safer People and Safer Streets. Vision Zero marks a new approach to the District's challenges and a renewed sense of urgency within our city. The goal of Vision Zero is to realize zero fatalities by 2024.

More than thirty District agencies and safety partners worked to develop the plan that better educates stakeholders and grows a safety culture; more efficiently enforces life-saving laws; enhances the design of complete streets; and collects, leverages, and shares crucial safety data.

District Traffic Records Coordinating Committee

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC) comprised of nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, DCSC, OCME and DOH). The HSO is also the TRCC Coordinator. The TRCC included policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, injury surveillance system/emergency medical system).

The vision of the District's TRCC is to enhance transportation safety and reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. The TRCC developed the following goals:

- To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- To leverage technology and appropriate government and industry standards and to improve the timely collection, dissemination, and analysis of traffic records data.
- To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

Participants prioritized and vetted projects during their quarterly meetings and this process becomes the following year's spending plan for the District's Section 405c (traffic records) funding.

In 2016, NHTSA conducted a comprehensive assessment of the District's traffic records system, updating the previous traffic records assessment (TRA) conducted in 2012. The District of Columbia received the final report for the 2016 Assessment on June 27, 2016, and is not due for another Assessment until 2021. Currently, the District is in the process of updating the 2014 Traffic Records Strategic Plan to include a number of goals and objectives identified as areas for improvements by the 2016 TRA. The updated Traffic Records Strategic Plan will serve as a guiding document for traffic records improvements over a 5-year period, 2018 through 2022.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The SHSP is a District-wide coordinated safety plan that provides a comprehensive framework by reducing highway fatalities and serious injuries on public roads. This document links directly to the District's Strategic Highway Safety Plan (SHSP), last updated in September 2014. The SHSP includes strategies in the 4Es of traffic safety—engineering, enforcement, education, and emergency medical services—to target distinct emphasis areas believed to significantly reduce the number of deaths and injuries in the District. This HSP addresses three of the emphasis areas outlined in the SHSP—High-Risk Drivers (Impaired and Aggressive Drivers), Pedestrian and Bicycle Safety, and Occupant Protection.

The FY2019 HSP aligns with the District's vision Toward Zero Deaths and the Highway Safety Improvement Program (HSIP). A Team comprised of DDOT (HSIP, HSP, SHSP, VZ), and MPD to establish specific targets based on the variety of data sources mentioned in this report to address the District traffic safety problems. The Team established the methodology and targets for C-1: Fatalities, C-2: Serious Injuries and C-3: Fatality rate per 100 million vehicle-miles traveled; these are identical for the HSP and HSIP for FY2019. With the targets generated for these traffic safety indicators, the District is on track to achieve its long-term goal of the SHSP.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Number of injuries related to impaired driving	In Progress
Number of unrestrained serious injuries	In Progress
Number of aggressive-related injuries	In Progress
Number of pedestrian-related serious injuries	In Progress
Number of bicyclist-related serious injuries	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase in fatalities to 18 percent from the 5-year average (2011–2015) of 22 to no more than the 5-year rolling average (2014–2018) of 26, or a 16 percent decrease based on 2018 actual projection.

As of May 31, 2018 there have been 11 traffic-related fatalities.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase in serious injuries to 32 percent from the 5-year average (2011–2015) of 319 to no more than the 5-year rolling average (2014–2018) of 420, or an 8 percent decrease based on 2018 actual projection.

As of May 31, 2018 the number of serious injuries were 147.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase in the traffic fatality rate to 18 percent from the 5-year average (2011–2015) of 0.61 to no more than the 5-year rolling average (2014–2018) of 0.703, or a 14 percent decrease based on 2018 actual projection.

As of May 31, 2018 the fatality rate is 0.30.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goals

Decrease number of unrestrained fatalities by 33 percent from the 5-year average (2011–2015) of 3 to no more than the 5-year rolling average (2014–2018) of 2.

As of May 31, 2018 there no unrestrained fatalities.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain the number of alcohol-related fatalities to no more than the 5-year average (2011–2015) of 6, or a 33 percent decreased based in 2018 actual projection.

As of May 31, 2018 there has been 1 alcohol-related fatality

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase of speeding-related fatalities to 11 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 10, or 10 percent decrease based on 2018 actual projection.

As of May 31, 2018 there have been 2 speed-related fatalities.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase of motorcyclist fatalities by 66 percent from the 5-year average (2011–2015) of 3 to no more than the 5-year rolling average (2014–2018) of 5, or a 17 percent decrease based on 2018 actual projection.

As of May 31, 2018, there were 3 motorcyclist-related fatalities.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain the number of unhelmet motorcyclist fatalities to no more than the 5-year average (2011–2015) of 1 by December 2018.

As of May 31, 2018 there were no unhelmet motorcyclist fatalities.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain the number of drivers age 20 or under involved in a fatal crash to no more than the 5-year average (2011–2015) of 2 by December 2018.

As of May 31, 2018 there has been no fatalities involving a driver age 20 or under.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase of pedestrian-related fatalities by 22 percent from the 5-year average (2011–2015) of 9 to no more than the 5-year rolling average (2014–2018) of 11, or an 8 percent decrease based on 2018 actual projection.

As of May 31, 2018 there have been 6 pedestrian-related fatalities.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain the number of bicyclist-related fatalities to no more than the 5-year average (2011–2015) of 1 by December 2018.

As of May 31, 2018 there were no fatalities involving a bicyclist.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain observation belt use to more than 94.1 percent.

Survey conducted in June 2018 resulted in a 95.1 percent observed rate

Number of injuries related to impaired driving

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase in impaired-related to a 38 percent from the 5-year average (2011–2015) of 88 to no more than the 5-year rolling average (2014–2018) of 121, or a 42 percent decrease based on 2018 actual projection

Number of unrestrained serious injuries

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Limit expected increase in unrestrained injuries to 18 percent from the 5-year average (2011–2015) of 107 to no more than the 5-year rolling average (2014–2018) of 126, or a 23 percent decrease based on 2018 actual projection.

As of May 31, 2018 there has been 28 unrestraint-related injuries.

Number of aggressive-related injuries

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Reduce the number of aggressive-related injuries by 22 percent from the 5-year average (2011–2015) of 290 to no more than the 5-year rolling average (2014-2018) of 225.

As of May 31, 2018 there has been 107 aggressive-related injuries.

Number of pedestrian-related serious injuries

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain number of pedestrian-related injuries to no more than 509 (2016) by December 2018.

As of May 31, 2018 there has been 232 pedestrian-related injuries.

Number of bicyclist-related serious injuries

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FY2018 Goal

Maintain number of bicyclist-related injuries to no more than 442 (2016) by December 2018.

As of May 31, 2018 there has been 137 bicyclist-related injuries.

4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	31.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	417.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.850
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	8.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	10.0

C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	13.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	5.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	1.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	1.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	10.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	1.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	90.0
Number of injuries involving an impaired driver	5 Year	2015	2019	169.0
Number of injuries involving an aggressive driver	5 Year	2015	2019	143.0
Number of pedestrian-related injuries	5 Year	2015	2019	619.0
Number of bicyclist-related injuries	5 Year	2015	2019	478.0
Number of unrestrained-related injuries	5 Year	2015	2019	89.0

C-1) Number of traffic fatalities (FARS)

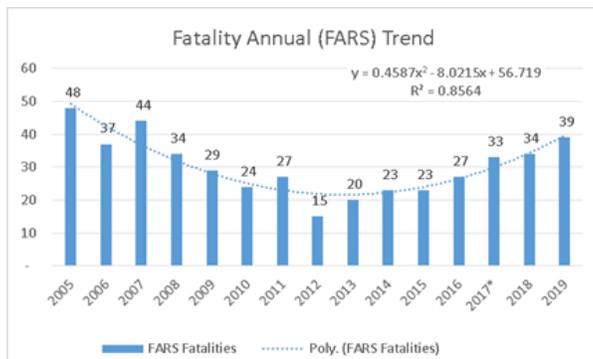
Is this a traffic records system performance measure?

No

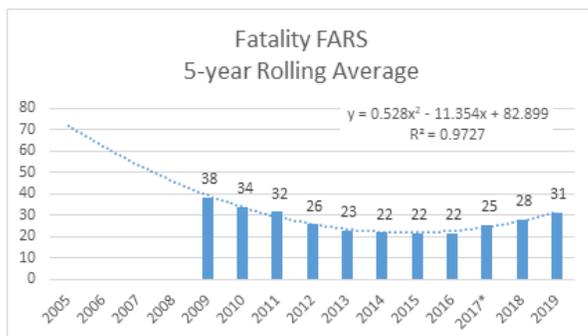
C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 31.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

As shown in the figure below between 2005 and 2017 the District fatality trend follows the national trend, downward from 48 in 2005 to 15 (lowest) in 2012 followed by an upward trend to 2017 of 33 traffic fatalities (Preliminary data*). Currently the trend of crash occurrences and resulting traffic fatalities is increasing due to the many factors highlighted previously. This upward trend although based on actual traffic fatalities makes this projected value in 2019 (39 traffic fatalities) an unrealistic high target.



Using the 5 year rolling average trend which to some extent evens out the yearly fluctuation gives a projected value of 31 (actual 31.2) traffic fatalities in 2019.



Justification: With the increases in population, worker trips, tourist visitations, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year. However, with the ongoing and planned road safety activities in engineering, enforcement, education and emergency services the District believes that using an average of both the high and low projections to 35 persons (actual 35.2) or a 11.4 percent decrease based on the 2019 actual projection through the implementation of engineering and behavioral strategies is achievable in 2019.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

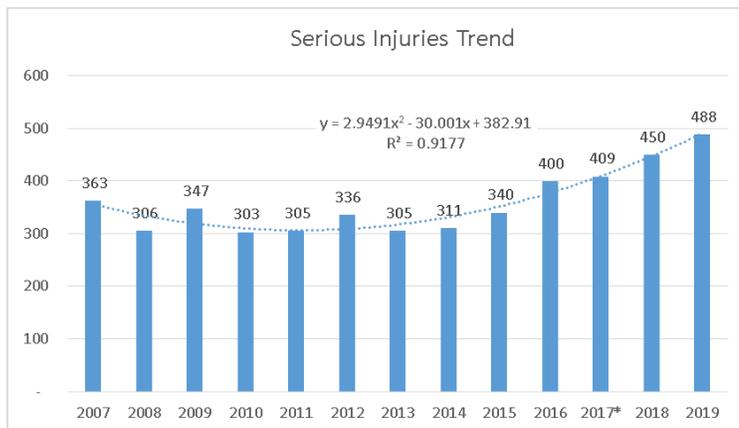
No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 417.0
Target Period: 5 Year
Target Start Year: 2015

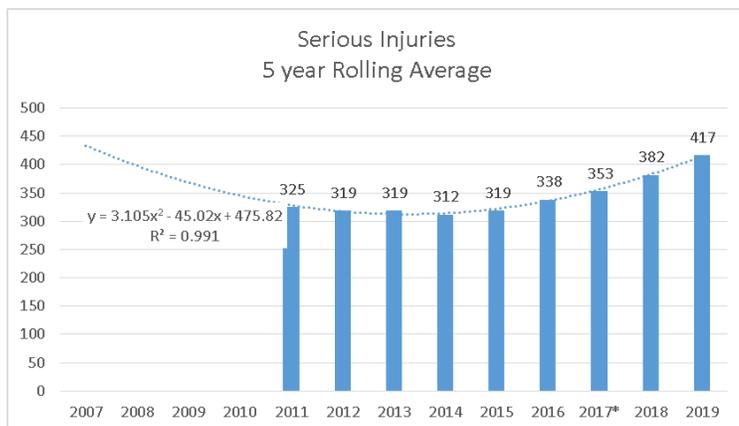
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Serious injuries is defined according to MMUCC 4th Edition. Currently the trend of crash occurrences and resulting serious injuries is increasing due to the many issues highlighted previously. In particular, the District implemented a new crash reporting system that captures injury data based on the MMUCC 4th Edition. There is a high probability (based on experiences from other States) that future serious injury numbers resulting from a crash will increase as officers are fully trained leading to more accurate and consistent coding in the field.

The upward trend although based on actual serious injuries makes this projected serious injury value in 2019 (488) an unrealistic high target.



The 5 year rolling average serious injury rate trend which to some extent evens out the yearly fluctuation makes the projected value of 417 serious injuries in 2019 also an unrealistic low target based on current trends.



Justification: With the increases in population, worker trips, tourist visitations, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. In addition, the new electronic reporting system can potentially lead to an increase in serious injury reporting through improved accuracy and consistency. Thus, using an average of both the low and high projections the District believes that a goal of limiting serious injuries to 452 (actual 452.7) persons or a 6.7 percent decrease based on the 2019 actual projection is achievable.

C-3) Fatalities/VMT (FARS, FHWA)

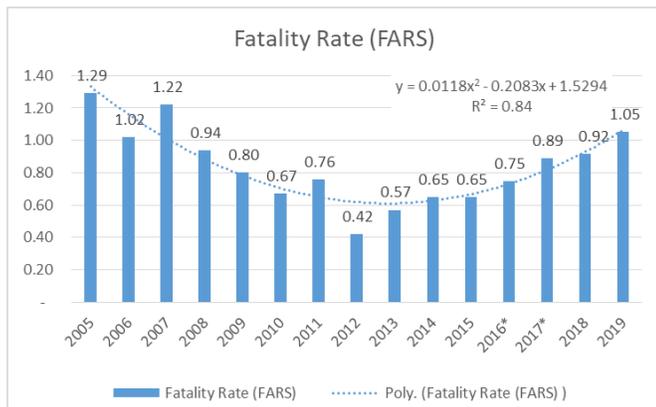
Is this a traffic records system performance measure?

No

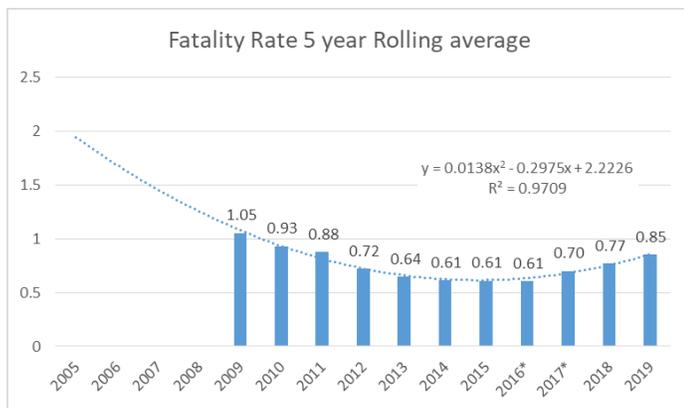
C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.850
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The Fatality Rate is defined as the number of traffic fatalities per 100 million vehicle miles traveled. Currently the trend of crash occurrences and resulting traffic fatality rate is increasing due to the many issues highlighted previously. This upward trend although based on actual traffic fatality rates makes this projected value in 2019 (1.05) an unrealistic high target.



Using the 5 year rolling average trend which to some extent evens out the yearly fluctuation gives a projected value of 0.85 in 2019.



Justification: With the increases in population, worker trips, tourist visitations, VMT, non-motorized trips, and other trip making activities in the District, exposure is expected to increase by at least 10 to 15 percent per year as noted previously. However, with the ongoing and planned road safety activities in engineering, enforcement, education and emergency services the District believes that using an average of both the high and low projections to 0.85 persons or a 23.5 percent decrease based on the 2019 actual projection through the implementation of engineering and behavioral strategies is achievable.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

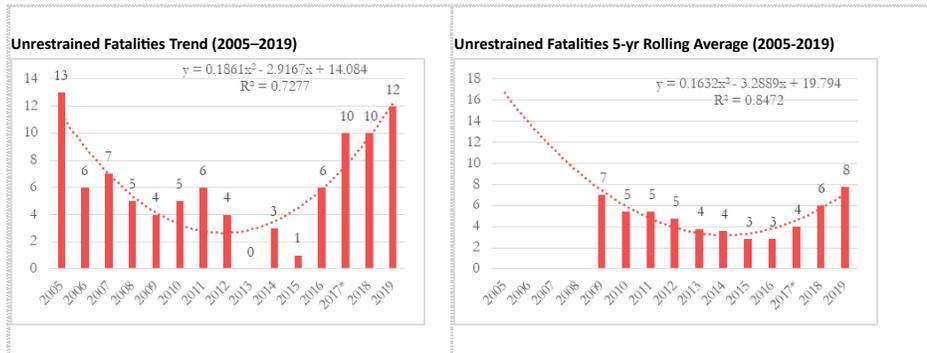
No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 8.0
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

As is shown in figure below, between 2005 and 2017 (Preliminary FARS data*) the District unrestrained fatalities is on an upward trend with lowest being zero in 2013 and 10 in 2017 as preliminary data. The 2019 annual projection is 12. However, with these small numbers, it is difficult to account for the fluctuations from one year to the next. Therefore, using the 5-year rolling average of 8 for the 2015-2019, 5-year average of 8 seems a more realistic predication.



C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

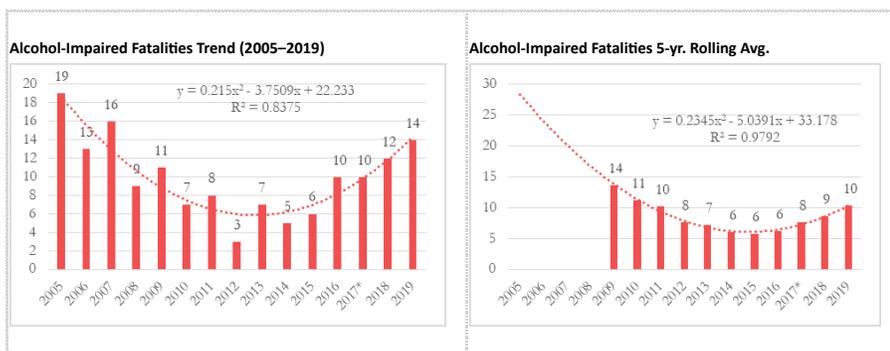
Target Value: 10.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of alcohol-impaired drivers (BAC +0.08) and related fatalities have been decreasing and have been less than 10 since 2010, the lowest being in 2012 at 3. As shown in the figure below, there has been an upward trend since 2014 to 2017 (*preliminary FARS data) of 10; resulting in a projected increase in 2019 of 14. The District's small numbers and the fluctuation from year to year, makes it a challenge for the models to predict accurately. Using the 5-year rolling average, the estimated 2015–2019 5-year average is 10.



C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 13.0

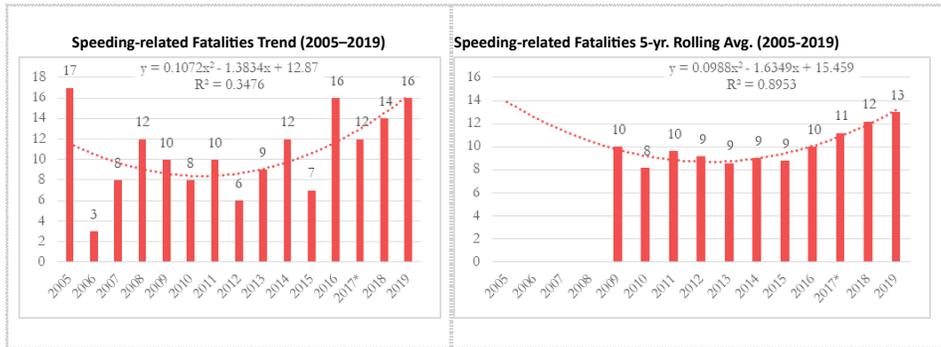
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of speeding-related driving fatalities has been fluctuating within the District. Figure below shows, the lowest is 3 in 2006 and 16 is the highest in 2016. There was a 56 percent increase from 7 in 2015 to 16 in 2016 and, based on preliminary 2017 data, and at the present trend the model predicts 16 fatalities in 2019.

Based on the 5-year rolling average, predicts 13 fatalities for the 2015–2019 5-year average.



C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 5.0

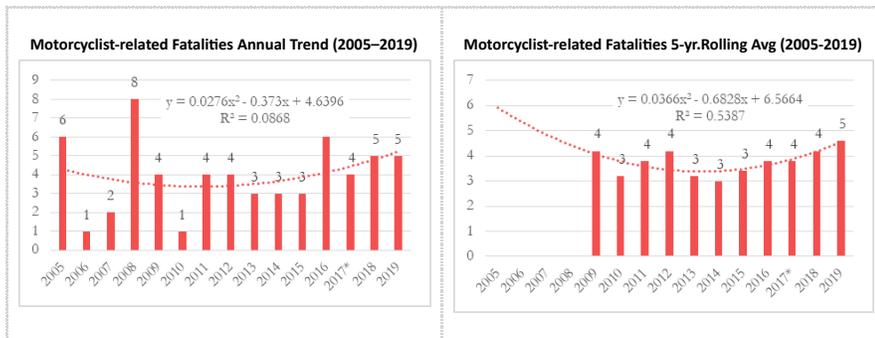
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is not an emphasis area in the District, but is included as it is a NHTSA requirement. The number of motorcycle-related fatalities has not exceeded 4 since 2009; however, in 2016 this number increased to 6 and preliminary data for 2017 indicate that there were 4 motorcyclist-involved fatalities. As figure below shows, the annual trend has a low level of confidence.

The 5-year rolling average indicates a predication of no more than 5 for the 2015–2019 5-year average.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric
Target Value: 1.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is not an emphasis area in the District, it is included as it is as a NHTSA requirement. The number of unhelmeted motorcyclist fatalities in the District has not exceeded 2 since 2005, with a 5-year average of 1 (2012–2016); therefore setting a target of no more than 1 in 2018 is appropriate.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

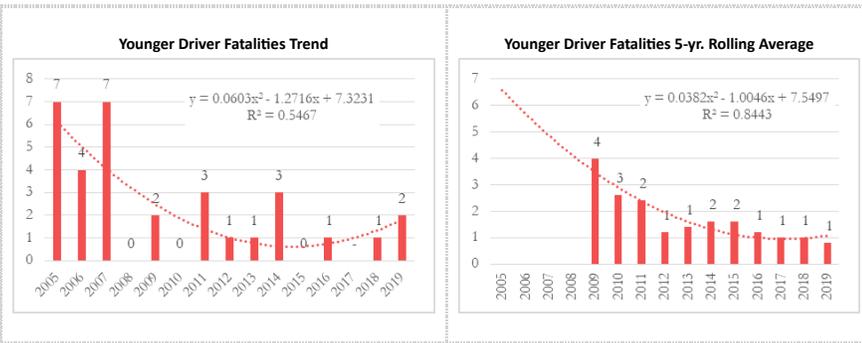
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 1.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is not an emphasis area in the District, but is included as it is as a NHTSA requirement. The number of younger driver-related fatalities has not exceeded 3 since 2008, as figure shows. A goal to not exceed the 5-year average (2012–2016) of 1 seems appropriate.



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

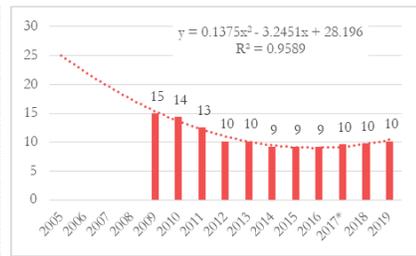
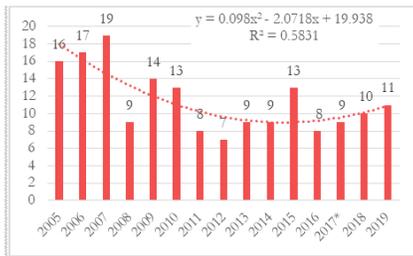
No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 10.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

As figure shows, and based on the 5-year trend, pedestrian fatalities are increasing. Pedestrian fatalities increased by almost 45 percent in 2015 (13) compared to 2014 (9). There is also an anticipated increase in fatalities related to the increase in pedestrian exposure. Based on these factors, using the 5-year rolling average of 10 for the 2015–2019 5-year average is appropriate.





C-11) Number of bicyclists fatalities (FARS)

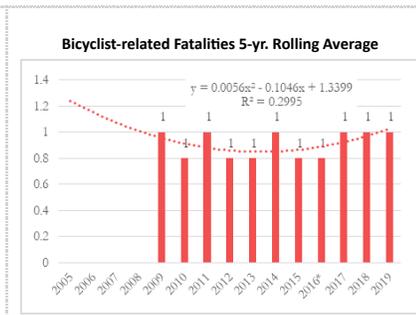
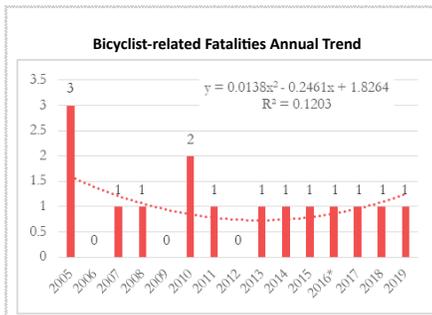
Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of bicyclist-related fatalities has not exceeded 2 since 2010; however, with the increase in exposure, there is a potential for fatalities to increase. Based on the historical trend and the alternative baseline calculation (figures below), a target of no more than the 5-year rolling average (2015–2019) of 1 is appropriate



B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

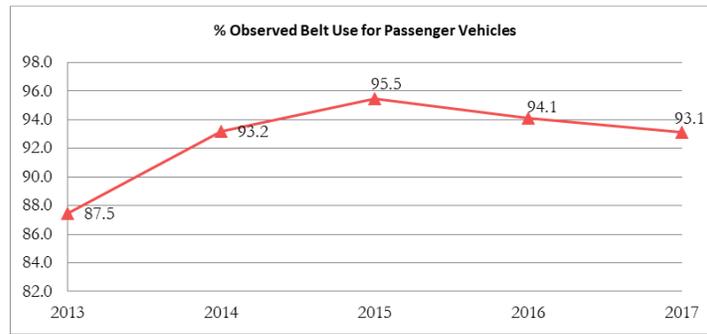
Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Numeric
Target Value: 90.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The just released 2018 survey showed the District attained a 95.1 percent seat belt use rate, an increase from the 2017 seat belt use rate of 93.1 percent. It is understood that reaching 100 percent compliance is difficult as there will always be a small percent of population that choose not to wear their seat belts. The goal is to maintain a seatbelt use rate greater than 90.



Number of injuries involving an impaired driver

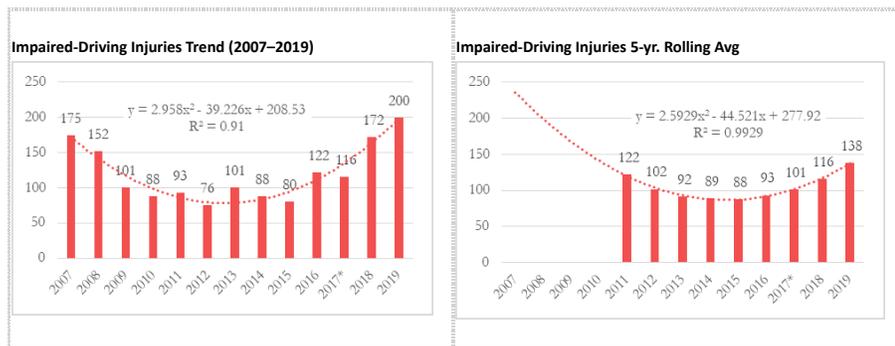
Is this a traffic records system performance measure?

No

Number of injuries involving an impaired driver-2019
Target Metric Type: Numeric
Target Value: 169.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Impaired-Driving Injuries. Over the past 5-years, the number of impaired-related injuries (drug/alcohol) in the District has fluctuated between 76 (lowest in 2012) and 122 (highest in 2016). The linear trend line predicts an upward trend line with 122 in 2016 and a 2019 target of 200. The 5-year rolling average trend, which to some extent evens out the yearly fluctuation, projects 138 impaired-related injuries for 2019. A target of 169 (average of both models) is an appropriate target.



Number of injuries involving an aggressive driver

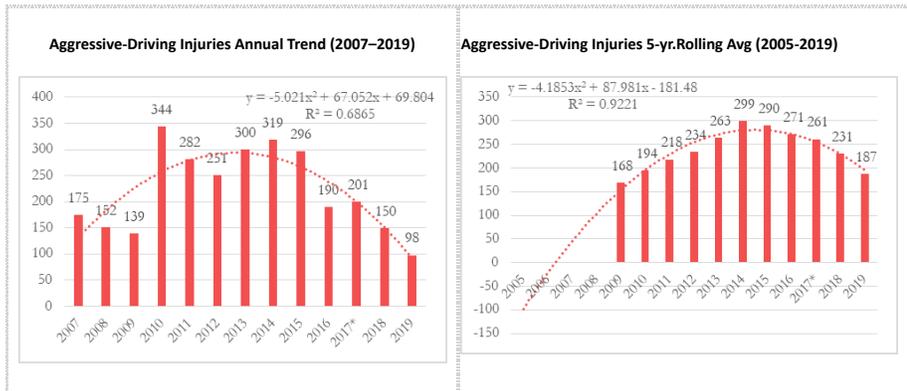
Is this a traffic records system performance measure?

No

Number of injuries involving an aggressive driver-2019
Target Metric Type: Numeric
Target Value: 143.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Aggressive driving-related injuries are on a downward trend, as shown below. In 2010, there were the highest number of injuires involving an aggressive driver and the low in 2016 of 190. This a slight increase (6 percent) from 2016 (190) to 2017 (201). Using the annual trend line, the 2019 goal is 98. The 5-year rolling average shows a projected goal of 187, with a higher level of confidence than the annual trend. With the increase in population in the District and the increase in the number of drivers, in particular, the 1.8 percent increase in drivers between ages 25 and 34 and 4.5 percent increase between ages 35 and 44, a target of is to not exceed 143 (average of both models) is an appropriate target.



Number of pedestrian-related injuries

Is this a traffic records system performance measure?

No

Number of pedestrian-related injuries-2019

Target Metric Type: Numeric

Target Value: 619.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of pedestrian-related injuries is on an upward trend. There was a almost steady trend between 2015 and 2016; 509 in 2016 to 516 in 2017. The District wil focus its strategies to reverse this trend as the number of pedestrian trips in the District increases. There is also an anticipated increase in injuries related to the increase in pedestrian exposure. Based on these factors, using the average of the both models of 619 as a target is appropriate.



Number of bicyclist-related injuries

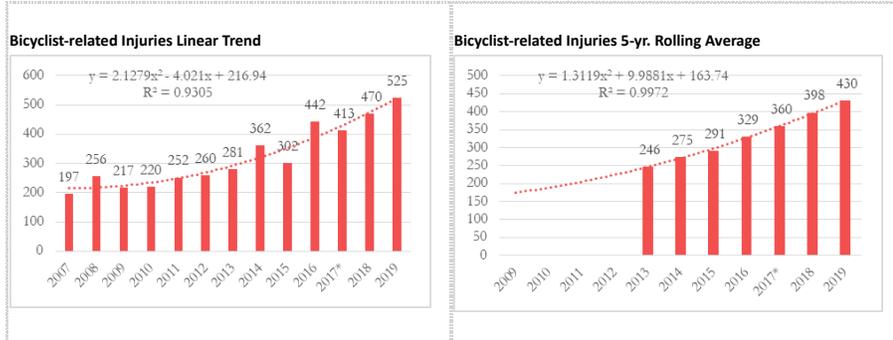
Is this a traffic records system performance measure?

No

Number of bicyclist-related injuries-2019
Target Metric Type: Numeric
Target Value: 478.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of bicyclist-related injuries is at an upward trend; in 2016 (442) there was a 46 percent increase from the number of injuries in 2015 (302). There was a slight decrease in 2017. With the increase in bicyclists in the District (Bikeshare program and the number of bike lanes), there is a need for the District to reverse the trend. This will involve a culture shift in drivers to accommodate the growth of bike trips, estimated at 5–10 percent increase annually. A target of 478 (average of both models) is an appropriate target.



Number of unrestrained-related injuries

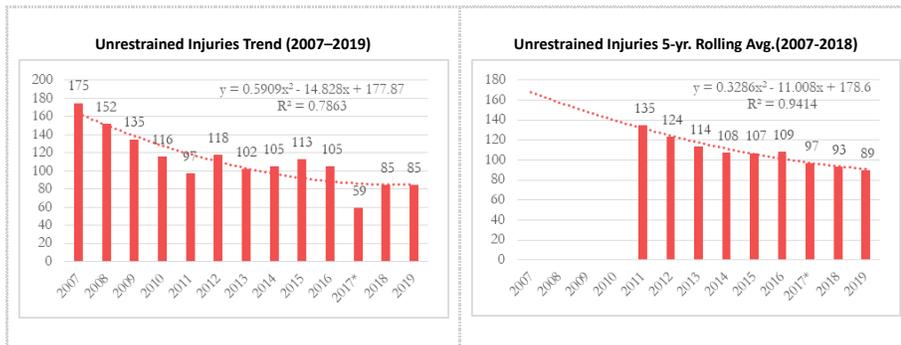
Is this a traffic records system performance measure?

No

Number of unrestrained-related injuries-2019
Target Metric Type: Numeric
Target Value: 89.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of unrestrained injuries follows a downward trend from 2007 to 2011, followed by a downward trend, with the lowest being 59 in 2017 (MMUCC coded), making the projected value of 85 for 2019. The 5-year rolling average trend, which to some extent evens out the yearly fluctuation, makes the projected value of 89 unrestrained injuries for the 2015-2019 5-year average.



State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the

HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	3852

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	243

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	1473

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult and Child Passenger Safety)
 - Supporting Enforcement - OP
 - Occupant Protection Enforcement
 - FAST Act 405b OP High
 - Occupant Protection Survey
 - Occupant Protection Survey
 - FAST Act 405b OP High
 - Communication Campaign - OP
 - Media Campaign
 - FAST Act 405b OP High
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety
 - FAST Act NHTSA 402
2. Impaired Driving (Drug and Alcohol)
 - Laboratory Drug Testing Equipment
 - Chemical Testing of Impaired Drivers
 - FAST Act 405d Impaired Driving Low
 - High Visibility Saturation Patrols
 - Enforcement Impaired Driving
 - FAST Act 405d Impaired Driving Low
 - Court Monitoring
 - Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Low
 - FAST Act NHTSA 402
 - DUI Team
 - FAST Act 405d Impaired Driving Low
 - Communication Campaign - Impaired
 - Education and Outreach
 - FAST Act 405d Impaired Driving Low
 - Media Campaign - Impaired
 - FAST Act 405d Impaired Driving Low
3. Aggressive Driving
 - Enforcement - PTS
 - Police Traffic Services
 - FAST Act NHTSA 402
 - MAP 21 405c Data Program
 - Communication Campaign - SO
 - Media Campaign - Smooth Operator
 - FAST Act NHTSA 402

- 4. Non-motorized (Pedestrians and Bicyclist)
 - Enforcement - Ped and bike
 - Pedestrian and Bicyclist Enforcement
 - FAST Act NHTSA 402
 - Education and Outreach
 - Streetsmart Campaign
 - FAST Act 405h Nonmotorized Safety
 - WABA Bike Safety
 - FAST Act 405h Nonmotorized Safety
 - Communication Campaign - Ped
 - Paid Media - Pedestrian Safety
 - FAST Act NHTSA 402
- 5. Traffic Records
 - Real-time information to First Responders
 - HAAS Alert
 - FAST Act 405c Data Program
 - Improves timeliness of a core highway safety database
 - Backlog of Out-of-state Convictions
 - MAP 21 405c Data Program
 - Improves completeness of a core highway safety database
 - MIRE Data Modeling
 - FAST Act 405c Data Program
- 6. Planning & Administration
 - (none)
 - Program Administration - HSO Coordinator
 - NHTSA 402
 - Safety Documents
 - NHTSA 402
 - FAST Act NHTSA 402

5.1 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

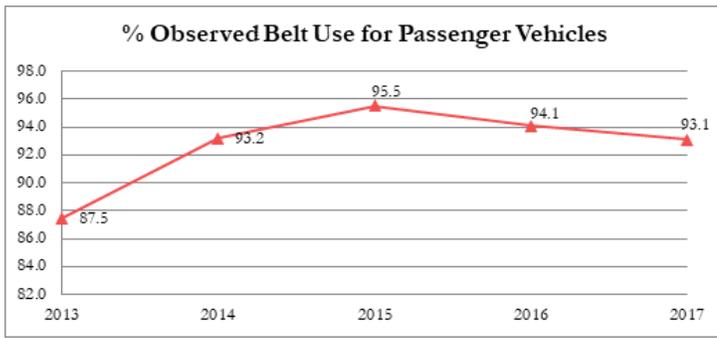
The FAST Act rates the District as a high-use State. The following sections conform to the FAST Act requirements for 405(b) application for the District.

Overview

Proper and consistent use of seatbelts and child safety seats are the most effective protection to reduce the severity of a crash. The District has one of the most comprehensive seatbelt laws in the nation, which went into effect on April 9, 1997. Unlike many states, District law allows police to stop a vehicle solely because its drivers and passengers are not properly buckled up. The law requires the following:

- All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. There is a \$50 fine and 2 points for not having your seatbelt buckled at all times—for drivers and all passengers, front and back seats.
- All children under the age of 8 must be properly seated in an installed infant, toddler or booster child-safety seat. Booster seats must be used with both a lap and shoulder belt. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will face even stiffer penalties—a \$75 fine and 2 points for a first offense, and a \$150 fine for fourth and subsequent offenses.

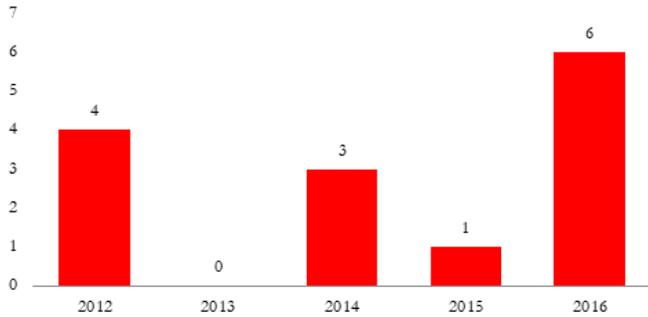
Since 2014, the average observed seatbelt use in the District has been over 90 percent, as shown below. This includes all front passengers (driver and front seat occupants) in all passenger vehicles, including small commercial vehicles (under 10,000 lbs).



Unrestrained-related Data Trends

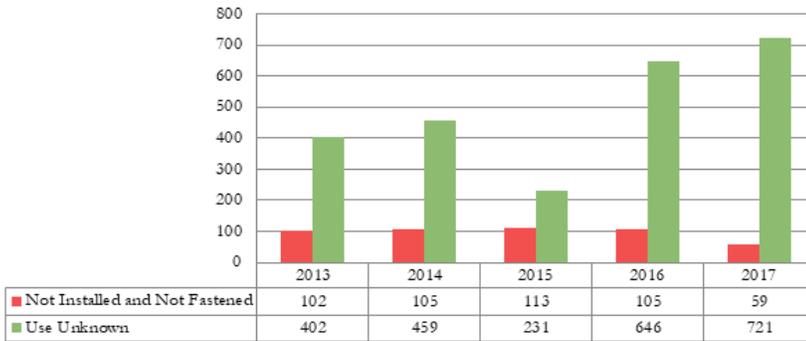
The number of unrestrained fatalities in the District is on an upward trend with a 5-year average (2012 -2016) of 2.8.

Unrestrained Fatalities



Between 2013 and 2017, a total of 484 unrestrained-related injuries represented about 4.2 percent of all injuries (11,534) and resulted in an average of 96 injuries per year. Unrestrained-related injuries accounted for approximately 2 percent of all injuries in 2017 (59 out of 2,969) compared to 3.4 percent in 2016 (105 out of 3,094).

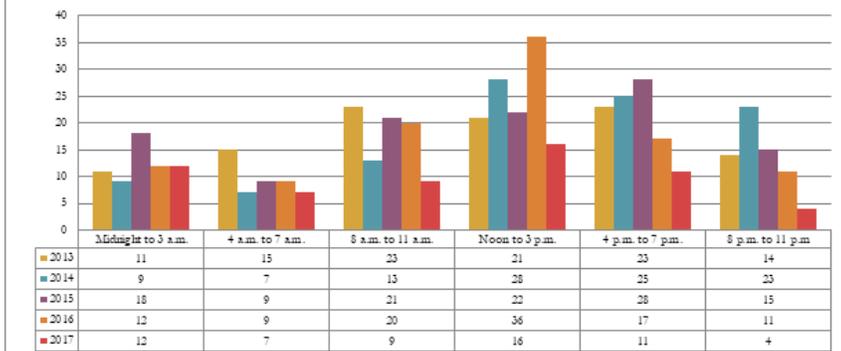
Unrestrained Injuries



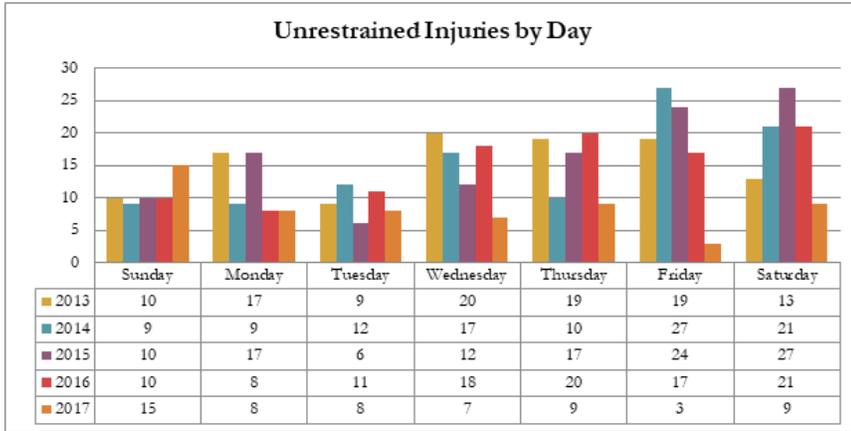
When they occur

Injuries as a result of unrestrained conditions seem to occur mostly during the day. The highest frequencies of unrestrained injuries occur between noon to 4 p.m. (25.2 percent), 4 p.m. to 8 p.m. (21.3 percent), and 8 a.m. to 12 a.m. (17.6 percent). Overall, a significant portion of unrestraint injuries (42.7 percent) occur between 8 a.m. to 4 p.m.

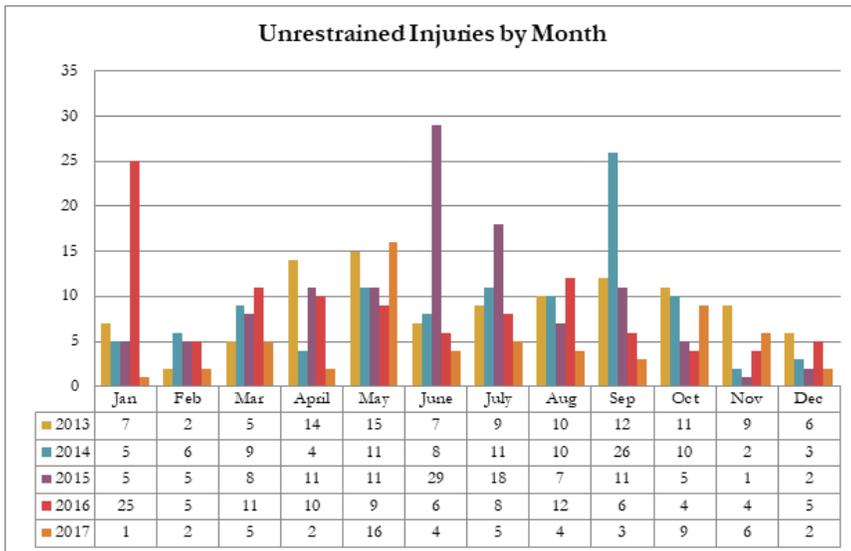
Unrestrained Injuries by Time of Day



The days of the week with the highest frequencies of unrestrained injuries are Saturdays and Fridays, with 18.6 percent and 18.4 percent respectively.

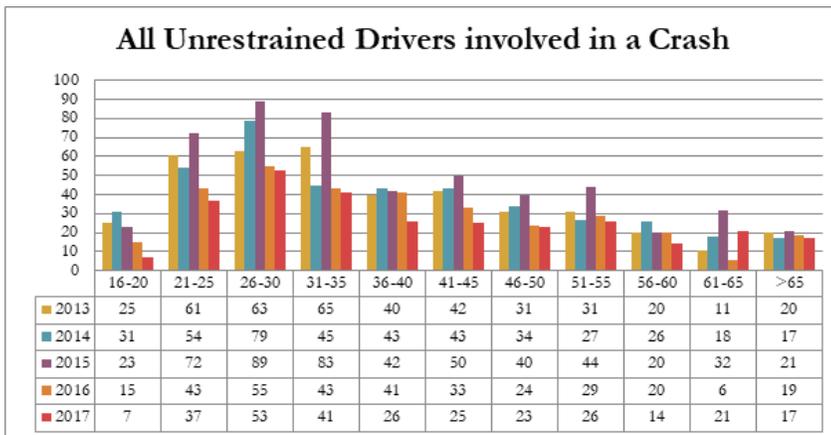


The months of May, September, June, and July have the highest frequencies of unrestrained injuries at 12.7, 11.9, 11, and 10.4 percent of the total injuries, respectively. The District's **Click It or Ticket** campaign runs in May and June, with a mini campaign in March and **Child Passenger Safety** enforcement is conducted in September.



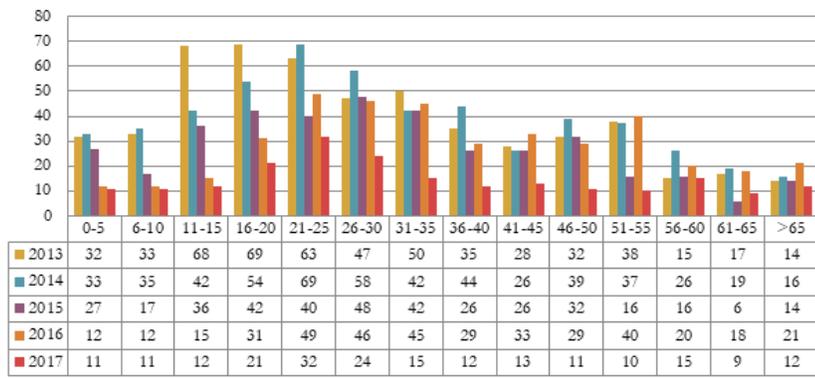
Unrestrained occupants

The driver age groups with the highest involvement in unrestraint crashes are 26-30 years (17.3 percent), 31-35 years (14.1 percent) and 21-25 years (13.6 percent). Overall, drivers within the 21-35 year age group accounted for 44.4 percent of all unrestrained-related crashes.



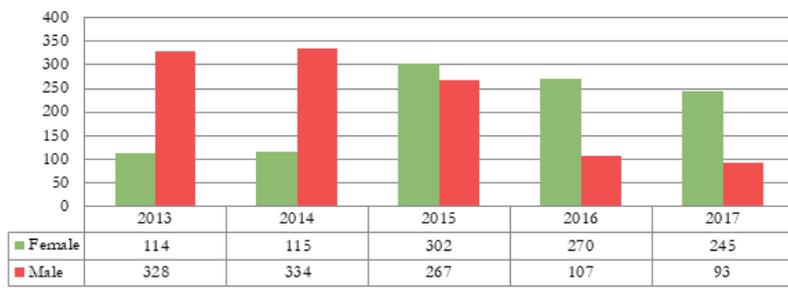
The passenger age groups with the highest involvement in unrestraint crashes are 21-25 (12.2 percent), 26-30 (10.7 percent) and 16-20 (10.4 percent).

All Unrestrained Passengers involved in a Crash



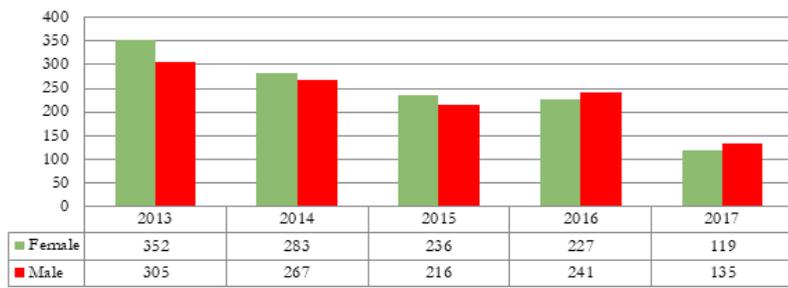
As the summaries illustrate, drivers were reported as highest group involved in unrestraint crashes with 51.9 percent compared to 48.9 percent for female drivers.

Unrestrained Driver involved in a Crash by Gender



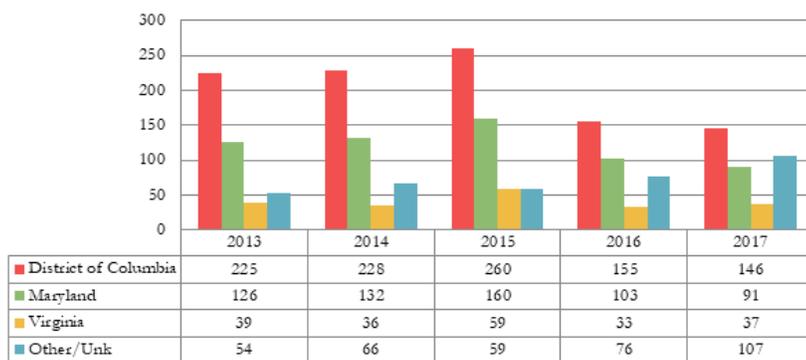
For unrestrained passengers, the percentage of unrestrained female passengers involved in crashes are slightly higher than male passengers, at 48.9 and 51.1 respectively.

Unrestrained Passenger involved in a Crash by Gender

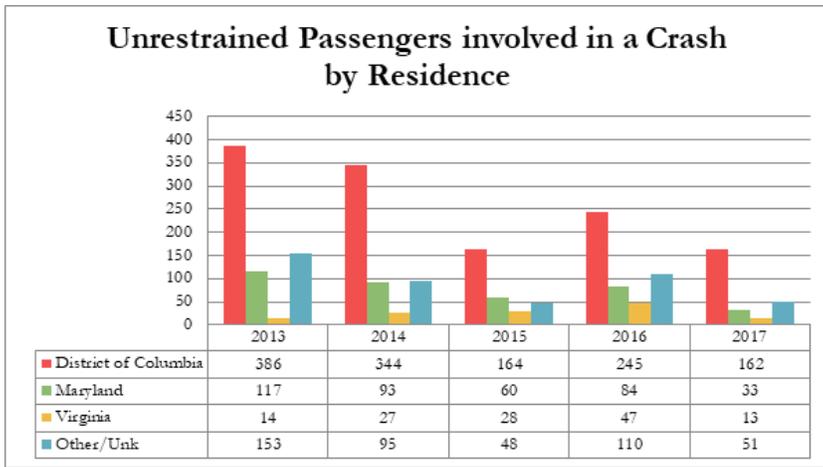


The majority of drivers involved in unrestrained crashes live in the District (37.9 percent). A substantial portion of drivers originate from Maryland (22.9 percent), with a much smaller proportion from Virginia (7.6 percent).

Unrestrained Drivers involved in a Crash by Residence

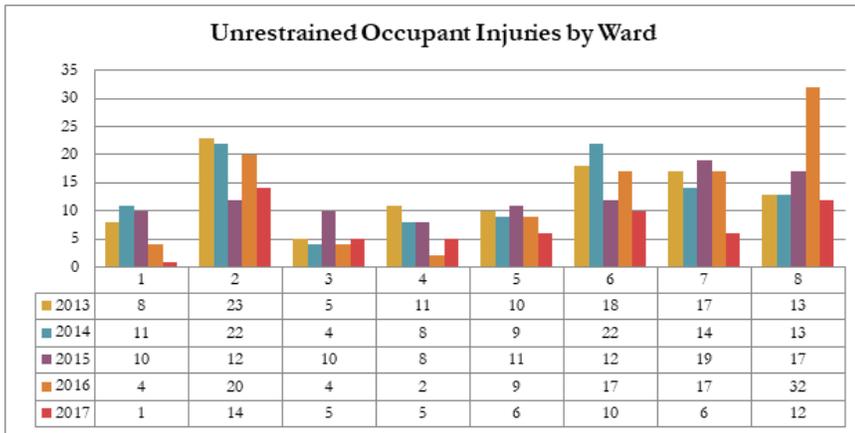


Similarly, the majority of passengers involved in unrestrained crashes live in the District (57.2 percent). A substantial portion of drivers originate from Maryland (17 percent), with a much smaller proportion from Virginia (5 percent).



Where they occur

The highest unrestraint-related injuries occurred in Ward 2 and accounted for about 19.3 percent of all unrestraint-related injuries between 2013 and 2017. Wards 8, 6, and 7 had relatively even distribution of unrestraint-related injuries of 18.5 percent, 16.8 percent and 15.5 percent respectively. Ward 2 is the District's most significant share of commuting traffic.



Strategies

The HSO is committed and continues its efforts to increase the proper and consistent use of seatbelts and child safety seats as a mitigating factor in reducing the severity of a crash. The District, with above 90 percent seatbelt compliance rate, will strive to maintain and increase this rate where possible. One of the areas needing improvement in seatbelt use is among commercial vehicles; the HSO will address this through additional enforcement efforts.

The table below lists the strategies included in this HSP (FY2019); these are also included in the District's SHSP, 2014.

Enforcement Strategies
Strategy 1. Continue to conduct Click It or Ticket (CIOT) Campaign accompanied by enforcement.
Strategy 2. Conduct enforcement at locations identified with high-injury crashes and unknown and/or low seatbelt use.
Education Strategies
Strategy 2. Provide training to MPD officers on seat belt laws, applicability, seatbelt use in crashes, and methods to improve seat belt crash reporting.
Strategy 3. Expand educational efforts to develop and distribute educational materials (e.g., brochures, flyers).
Strategy 5. Expand community programs.
<ul style="list-style-type: none"> • Quarterly child passenger safety workshops. • Car seat inspection events. • Increase number of District child passenger safety certified technicians.

Continue booster seat program.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	8.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	90.0
2019	Number of unrestrained-related injuries	5 Year	2019	89.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement - OP
2019	Occupant Protection Survey
2019	Communication Campaign - OP
2019	Child Restraint System Inspection Station(s)

5.1.1 Countermeasure Strategy: Supporting Enforcement - OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Supporting Enforcement - OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt

enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The District of Columbia has a primary seatbelt law, meaning that law enforcement officers can ticket a driver or passenger for not wearing a seatbelt, without any other traffic offense taking place. Enacted in 1997, the law requires:

All motor vehicle passengers in the front seats and back seats to buckle up. Drivers are responsible for seatbelt compliance for all passengers. Failing to wear seat belts at all times—for drivers and all passengers, front and back seats—can result in a \$50 fine and 2 points.

All children under age 8 are properly seated in an installed infant, toddler, or booster child safety seat and booster seats must be used with both a lap and shoulder belt. Eight- to 16-year-olds must be secured with a safety belt. Drivers who fail to properly secure their child face a \$75 fine and 2 points for a first offense, and up to \$150 fine for subsequent offenses.

Seatbelt usage is enforced in the District through regular enforcement throughout the year as well as dedicated programs such as the Click It or Ticket (CIOT) Campaign and Child Passenger Safety Week. The annual CIOT campaigns typically run in May and June, with a mini campaign in March while the Child Passenger Safety enforcement is conducted in September.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD has over 4,000 sworn and civilian members serving the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

The MPD past and present experience/qualifications are extensive and well known. It includes 150 years of policing the Nation's Capital providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors.

Since the adoption of the national enforcement and media campaign Click It or Ticket, MPD has supported the program with their enforcement efforts and has worked with neighboring jurisdictions to perform border to border seatbelt mobilizations. MPD also has 40 officers who are Child Passenger Safety Certified Technicians; who participate in the District's Child Passenger Safety – Project Safe-Child program; where child seats are checked or installed and workshops are given to parents and caregivers on the proper use of child seats.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To maintain the District's seatbelt compliance rate for 2019 above 93.1 percent.

To maintain the number of unrestrained-related fatalities to no more than the 5-year rolling average (2015–2019) of 8.

To maintain the number of unrestraint injuries to no more than the 5-year average (2015–2019) of 89.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Enforcement has contributed to ensuring that over 90 percent of all vehicle occupants wear their seatbelt.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-00-00- MPD	Occupant Protection Enforcement	Supporting Enforcement - OP

5.1.1.1 Planned Activity: Occupant Protection Enforcement

Planned activity name	Occupant Protection Enforcement
Planned activity number	M1X-2019-00-00- MPD
Primary countermeasure strategy	Supporting Enforcement - OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Activities/Action Plans

Conduct a total of 5,328 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high hazard locations identified by the HSO and MPD sources.[1]

Conduct 750 hours of overtime nighttime seatbelt enforcement during 2018 CIOT mobilizations and child passenger safety week.[2]
 Conduct 900 hours of overtime at events and evenings for inspecting and performing CPS workshops to parents, teachers and caregivers on the proper installation of child safety seats.
 Assist CPS Coordinator in providing Child Passenger Safety Certification and recertification training courses to police officers, and Fire and EMS personnel.
 Attend Lifesavers Conference and/or any related conference aimed at promoting seatbelt use and best practices. Provide a summary of lessons learnt to the Highway Safety Office.

[1] Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 2.2

[2] Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 3.1

Enter intended subrecipients.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD has over 4,000 sworn and civilian members serving the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

MPD also has 40 officers who are Child Passenger Safety Certified Technicians; who participate in the District's Child Passenger Safety – Project Safe-Child program; where child seats are checked or installed and workshops are given to parents and caregivers on the proper use of child seats.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Supporting Enforcement - OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$408,124.00		\$408,124.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.2 Countermeasure Strategy: Occupant Protection Survey

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Occupant Protection Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Conduct annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report produced by Howard University.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The HSO will also fund Howard University to conduct the National Occupant Protection Use Survey (NOPUS) of seat belt use by all front passengers (driver and front seat occupants) in all passenger vehicles, including small commercial vehicles (under 10,000 lbs). The survey will comply with observation methodology adopted by NHTSA for the District's 2018 seat belt survey.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is a federal requirement and access the District's seatbelt use.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-00-00-00 SURVEY	Occupant Protection Survey	Occupant Protection Survey

5.1.2.1 Planned Activity: Occupant Protection Survey

Planned activity name	Occupant Protection Survey
Planned activity number	M1X-2019-00-00-00 SURVEY
Primary countermeasure strategy	Occupant Protection Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. Develop survey and finalize survey requirements.
2. Determine locations based on prior survey and other data sources (e.g. crash data)
3. Implement
4. Complete data and analyze
5. Prepare final report.

Enter intended subrecipients.

Howard University, DC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405b OP High	405b OP High (FAST)	\$110,000.00		\$110,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.1.3 Countermeasure Strategy: Communication Campaign - OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign - OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Influence attitudes and action of audiences regarding seatbelt usage not only for themselves but also for their passengers and reinforce the message that law enforcement strictly enforces DC seatbelt laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Continue to build on the District's seatbelt compliance rate of over 90%. By participating in the National Crackdown "Click It or Ticket" and Child Passenger Safety Campaigns. New message approaches will also be developed.

Media Objective

- Educate the audiences about the dangers of not wearing a seat belt.
- Inform the audience about increased law enforcement targeting non-seat belt usage.
- Build on awareness of the dangers of not wearing a seat belt that has been established in prior campaigns in order to change driving behaviors.

Target Profile

- Drivers: Adults 21 – 35
- Passengers 11 – 25

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Providing information through various media formats (i.e. radio, print, television, etc.) is a proven strategy in helping the public to understand and potentially change behavior relative to their road behaviors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE-2019 14-01-00 MEDIA	Media Campaign	Communication Campaign - OP

5.1.3.1 Planned Activity: Media Campaign

Planned activity name Media Campaign
Planned activity number M1PE-2019 14-01-00 MEDIA
Primary countermeasure strategy Communication Campaign - OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Click It or Ticket

Participation in the national **Click It or Ticket** campaign. This campaign aims to influence driver audience attitudes and actions regarding seat belt usage not only for themselves, but also for their passengers and to reinforce the message that law enforcement is strictly enforcing DC's seat belt laws.

It is also recommended to continue mini campaigns in January and March 2019.

Paid media will target adults aged 18 – 44 with an emphasis on males aged 18 – 34. A combination of radio, out-of-home advertising, and digital/social media may be used.

Overall Marketing/Communications Goal

Continue to influence driver audience attitudes and actions regarding seatbelt usage not only for themselves, but also for their passengers. Reinforce the message that law enforcement is strictly enforcing DC's seatbelt laws, day and night, every trip, every time.

Target Profile

Drivers: Adults 21 – 35

Passengers 11 – 25

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the target audience.

Radio will be used as a primary way to reach drivers behind the wheel.

Social Media will be used to target Males, 18 – 24 and to provide increased reach for the Click It or Ticket message.

Out-Of-Home including Bus ads and MPD Billboard

Earned Media

Child Passenger Safety

DDOT promotes Child Passenger safety throughout the year and participates in the national Child Passenger Safety week in September. McAndrew Company will support DDOT's efforts during Child

Passenger Safety week with media promoting the car seat inspection and installation that are held throughout the District.

Target Profile

Adults: 25--49

Women: 25--49

Media Strategy

Use a mix of traditional media vehicles

Social Media outreach

Enter intended subrecipients.

McAndrew Company

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign - OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$284,000.00		\$284,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Motor vehicle crashes are the leading cause of accidental death for all young people from one-year through teens. Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars, if installed properly. Studies have also shown that the majority of car seats are installed incorrectly.

Safety experts and advocates currently recommend the use of booster seats for children from their fourth birthday until their eighth birthday. However, parents are not using Booster seats due to cost, inconvenience, child discomfort, lack of understanding of how the seats work, lack of understanding of the law, as well as a low perceived risk of being ticketed for a booster seat law violation.

Another problem in the District is the availability of new parents being able to afford an infant car seat prior to delivery or leaving the hospital.

Occupant Protection for Children Program



The occupant protection for children is part of the occupant restraint program administered by the District CPS Coordinator with DDOT grants fund the CPS activities. This will include training for first-time technicians and recertification for trained technicians. These new technicians and seasoned technicians alike will staff inspection stations throughout the District. Each inspection station will have at least one national Certified Child Passenger Safety Technician during official posted hours. The technicians will ensure that parents, grandparents, and caregivers learn how to properly install their child passenger restraints and will receive other safety information and brochures.

In addition to this program the CPS coordinator also administers the District's Project Safe Child Program. Research indicates that four of five car seats are installed incorrectly and that using the correct car seats and booster seats can reduce the risk of death in a crash by as much as 71 percent.

Project Safe-Child (<https://ddot.dc.gov/page/car-safety-seat-program>) is a program for District of Columbia residents. The purpose is to provide infant, toddler, and booster seats to DC residents at a reduced rate and provide information and educational materials on properly buckling children.

Parents and caregivers can get free hands-on help from a Certified Child Passenger Safety Technician and learn how to install their safety seats at any of the nine District's inspection station and outreach locations and special events.

The CPS coordinator partners with MPD to promote and plan these events, as well as events that support National Child Passenger Safety Week and focuses on both car seats and booster seats.

Certified Child Passenger Safety Technicians (CPS)

The District currently has more than 50 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. In FY2019, the District will host two 32-hour National Child Passenger Safety Certification Training and provide one recertification training for police officers, fire and EMS departments, and health care and child care providers.

Table below list the number of CPS training courses for FY2019 that will be trained by the CPS coordinator and two additional instructors.

CPS Training Certification	Ward 5	April 2019	12
CPS Training Certification	Ward 5	August 2019	12
CPS Recertification	Ward 2	May 2019	10

Of those technicians who did not re-certify, job change has been the biggest factor.

CPS Inspection Stations

The District has at least one inspection station in every Ward. Technicians at these locations conduct at least three demonstrations/inspections per month on how to use child safety seats and boosters. The District works with Department of Health—Healthy Start Program, Bright Beginnings, and DC Developing Families to reach underserved District residents. The District estimates that approximately 35 percent of the District is underserved.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To reduce the number misused or improperly installed child passenger seats through workshop providing education on the proper use and benefits of using a car seats.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The District has one of the most comprehensive seatbelt laws in the nation and has maintained its 90 percent or higher rating since 2008. This has helped to significantly reduce the crash severity. Each year over 1,000 car seats are provided at a low cost or free to the District's low-income families at nine locations through-out the District; Children's Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary's Center, Washington Hospital Center, Howard University, Centro Nia', Developing Families, and MPD Traffic Division.

This program provides a 2-hour Child Passenger Safety Workshop to parents and care-givers and also provides training to law enforcement officers, Fire and EMS Departments, and Health Care and Child Care providers to be National Child Passenger Safety (CPS) Technicians that can staff the 11 fitting stations and participate in over 60 events in the District.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP 2019-05-01-00	Child Passenger Safety	Child Restraint System Inspection Station(s)

5.1.4.1 Planned Activity: Child Passenger Safety

Planned activity name	Child Passenger Safety
Planned activity number	OP 2019-05-01-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide at least 1,200 child seats via the District voucher program which are distributed at the Capitol Hill pregnancy center, United Planning Organizing, DC Healthy Start and Bright Beginnings and at various District events.

Host at least 21, 2-hour workshop to parents, caregivers and families on the importance of using of car seats at various locations within the District per month.

Participate in at least 30 events, such as, Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs distributing safety materials and brochures on the importance of buckling up.

Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the seven fitting stations within the District.

Conduct booster seat presentations in conjunction with law enforcement at 5 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle per year.

Host one 32 hour National Child Passenger Safety Certification Training to police officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the expired District's certified technicians from 61 in FY2017 to 82 in FY2019.
 Host one recertification class to at least 5 previously certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.
 Provide Pedestrian and Bike Safety presentation at 5 elementary and middle school in the District. To better ensure that children understand of bicycle safety and engage in life-long bicycle safety behaviors, when cycling including wearing a helmet and following the rules of the road.

Enter intended subrecipients.

To decrease the number of restrained child passengers age 4 - 8 involved in a traffic-related crash

To maintain greater than 90 percent observed seatbelt usage in the District for all passengers in vehicles.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$100,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overview

Consumption of alcohol and drugs continues to be prominent factor in serious injury crashes in the District. The number of drivers under the influence of drugs or/and a combination of both drugs and alcohol is increasing, making this a very serious, complex problem.

Despite the mounting research evidence that driving under the influence of drugs (other than alcohol) is common, there is minimal public awareness of this fact, and drugged drivers are less frequently detected, prosecuted, or referred to treatment when compared to drunk drivers.

The legal drinking age in the District of Columbia is 21, and the Metropolitan Police Department enforces the following three very distinct drinking and driving laws.

Driving while intoxicated (DWI). Applies to a person having a statutorily prohibited blood alcohol concentration (BAC) of .08 or higher. (In April 1999, the District of Columbia adopted the .08 percent BAC standard for driving while intoxicated.) The driver can be convicted in court based solely on the breath, blood or urine results without any structured field sobriety test.

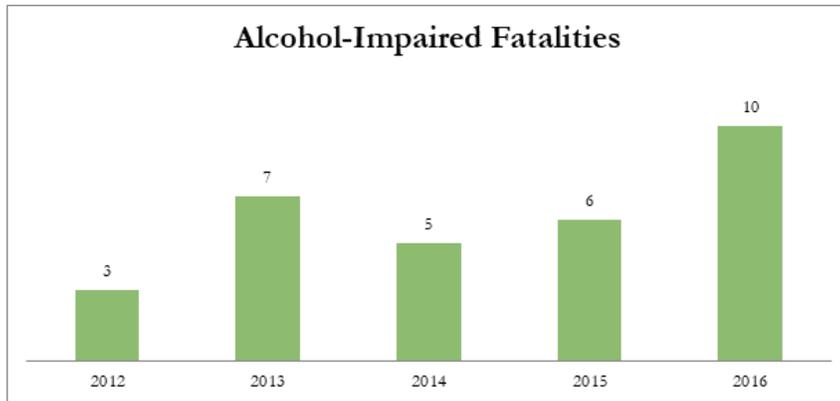
Driving under the influence (DUI). Applies to a person having a blood alcohol concentration of .07 percent or lower. Under DC code, a driver can be charged with a DUI offense if, in addition to a BAC reading, the officer has other signs of impairment from a structured field sobriety test and from observations of the suspect's driving behavior.

Under Age Drinking. Persons under the age of 21 cannot purchase, consume, or possess any alcoholic beverages of any kind. If these drivers are found to be operating a motor vehicle with any measurable amount of alcohol, they will be placed under arrest and charged with DWI—Driving While Intoxicated.

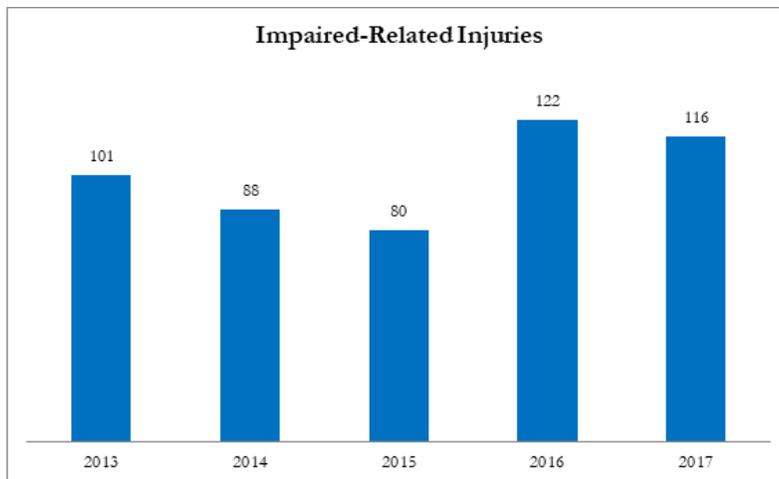
In accordance with the FAST Act, the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support the its efforts to reduce drinking and driving.

Impaired-Related Data Trends

Driver impairment (i.e., the use of alcohol and/or drugs) continues to be a major cause in traffic-related crashes in the District. Alcohol-impaired fatalities have fluctuated with the highest number of fatalities as 10 occurring in 2016 and the lowest as 3 occurring in 2012. Between 2012 and 2016, there were a total of 31 alcohol-impaired related fatalities, representing a significant 28.8 percent of all traffic fatalities (108).



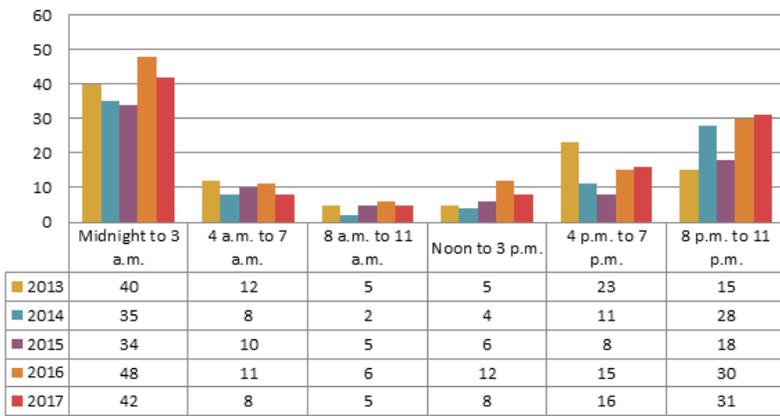
Between 2013 and 2017, there were a total of 507 impaired-related injuries (alcohol and drugs) representing about 4.4 percent of all injuries (11,534) resulting in an average of 101 injuries per year. Impaired-related injuries accounted for approximately 4 percent of all injuries in 2017 (116 out of 2,969).



When they occur

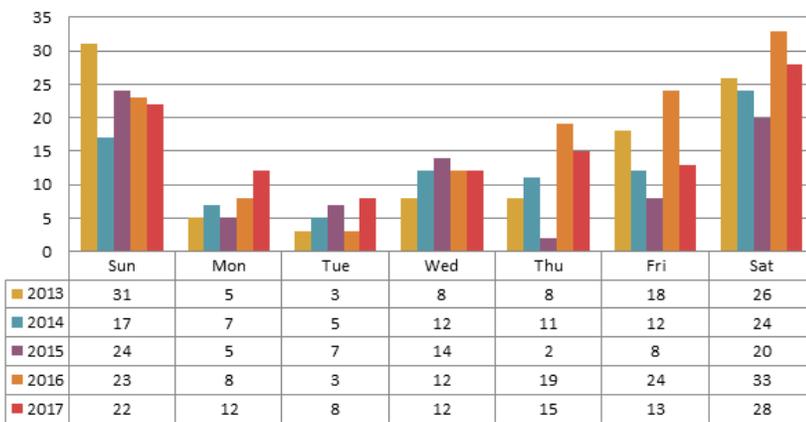
Between 2013 and 2017, 39.7 percent of all impaired-driving related injuries occurred between midnight and 3 a.m. and 24.4 percent occurred between 8 p.m. and 11 p.m.

Injuries involving an Impaired Driver By Hour



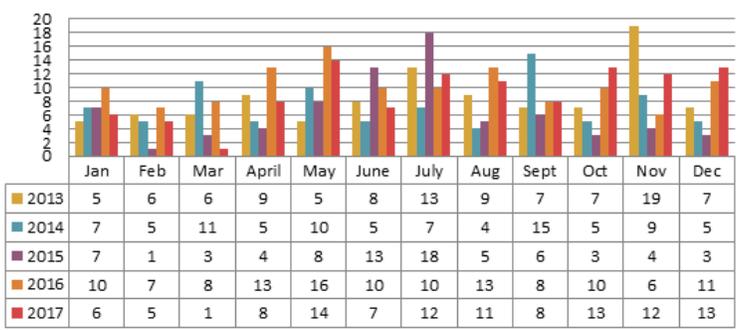
The days of the week with the highest frequencies of impaired-related injuries are Saturdays and Sundays with 26.3 percent and 23.4 percent respectively. About 15 percent occur on Fridays.

Injuries involving an Impaired Driver by Day



The months of the year with the highest frequencies of impaired-related injuries are July (12.1 percent), May (10.7 percent) and November (10.1 percent). Checkforce Strikepoint campaigns runs the months of January, February–Super Bowl, March–St Patricks Day, May–Cinco de Mayo, August, October, November, and December.

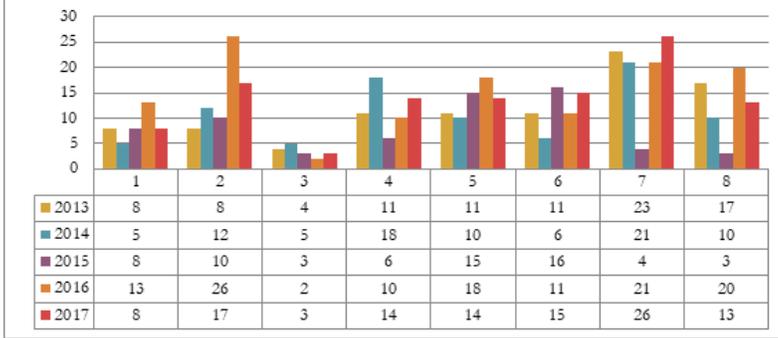
Injuries involving an Impaired Driver by Month



Where impaired-related injuries occur

The distribution of crashes by ward is presented below. The highest impaired-related injuries occurred in Ward 7, accounting for about 20 percent of all impaired-related injuries between 2013 and 2017. Wards 2, 4, 5, 6, and 8 had relatively even distribution of impaired-related injuries ranging from a low of 12.4 percent in Ward 6 to a high of 15.3 percent in Ward 2. Ward 3 had the least number of impaired-related injuries at 3.6 percent, followed by Ward 1 at 8.8 percent.

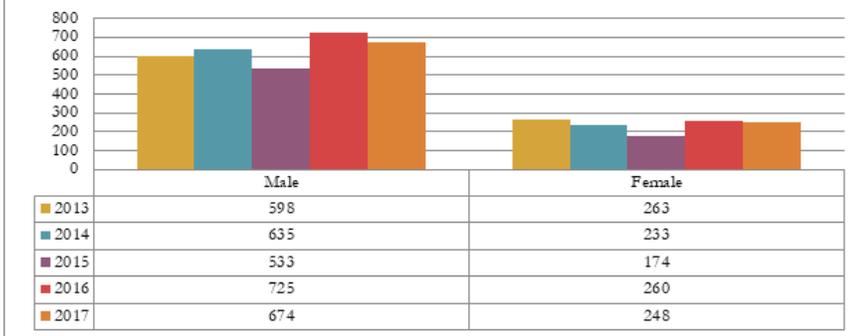
Impaired-related Injuries by Ward



Who drives impaired

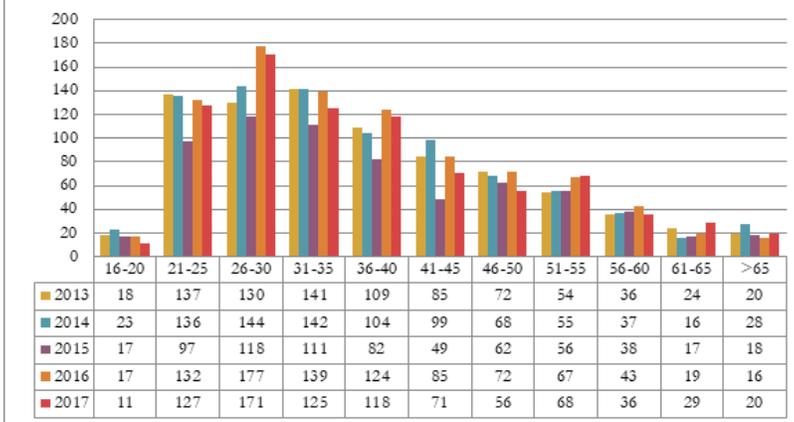
The summaries of impaired driving crashes by gender is presented below. From the summaries, male drivers were reported as highest group involved in impaired-related crashes with an overwhelming majority of 72.9 percent (27.1 percent for female drivers).

Impaired Driver involved in a Crash by Gender

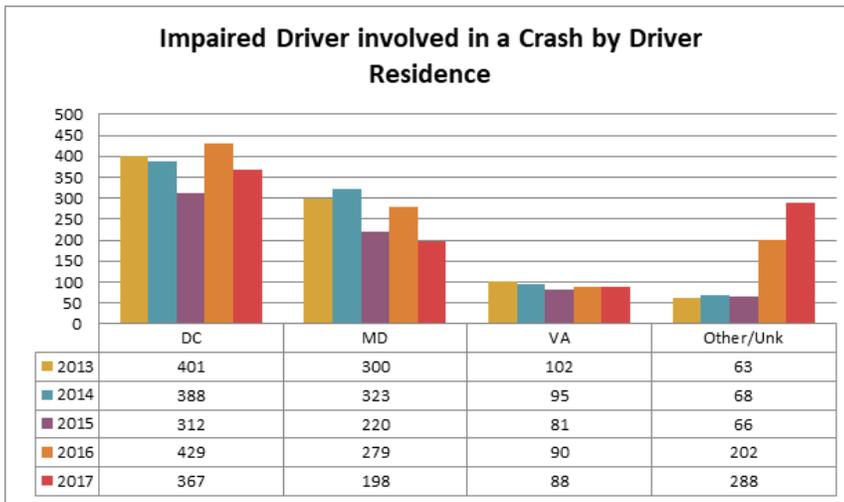


The age groups with the highest involvement in impaired-related crashes are 26-30 years (18.2 percent), 31-35 years (16.2 percent) and 21-25 years (15.5 percent). Overall, drivers within the 21-35 year age group accounted for 49.9 percent of all impaired-related crashes.

Age of Impaired Driver Involved in a Crash



The majority of drivers involved in impaired-related crashes live in the District (43.5 percent). A significant portion of drivers originate from Maryland (30.3 percent) with a much smaller proportion from Virginia (10.5 percent).



The following table lists strategies included in this HSP (FY2019) and that are also included in the District's SHSP, 2014.

Enforcement Strategies

Strategy 1: Reduce excessive drinking and underage drinking:

Continue and expand ID compliance checks with establishments selling alcohol.

Strategy 2: Enact beverage service policy:

Expand monitoring/enforcement of beverage service policies for alcohol servers and retailer.

Strategy 4: Prosecute DUI offenders:

Ensure all enforcement agencies using breath-test instruments provide updated training to OAG staff prior to system going online and on a regular basis for all new staff.

Strategy 5: Legislative actions:

Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions.
Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).

Strategy 6: Enhance judicial process that identifies and effectively disarms offenders with multiple DUIs:

Work with OAG, DCSC, DMV, and MPD to institute an electronic system for easily obtaining DUI past-conviction data for DC-prosecuted cases.

Strategy 10:

Continue to work with hospitals to enable easier consent to blood draws and access to medical treatment records.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance	Target End Year	Target Value(Performance Target)
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			Target)		
2019	Number of injuries involving an impaired driver	5 Year	2019	169.0	
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	10.0	

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment
2019	High Visibility Saturation Patrols
2019	Court Monitoring
2019	Communication Campaign - Impaired

5.2.1 Countermeasure Strategy: Laboratory Drug Testing Equipment

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Laboratory Drug Testing Equipment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Driving under the influence of alcohol and drugs continues to be a national problem. The results of *NHTSA's 2013-2014 National Roadside Survey of Alcohol and Drug use by Drivers* demonstrate a drug prevalence of 22% in both day and nighttime drivers. Of that 22%, more than half of the compounds detected were illicit drugs rather than prescription medications. To make matters more difficult, an increasing number of synthetic recreational drugs have been identified in the impaired driving population. The impact of these novel drugs has been difficult to study due to unpredictable chemical structures and unpredictable behaviors of individuals abusing these drugs. States and municipalities need timely toxicology data to help guide social and legal strategies designed to reduce or eliminate the problem.

In the District of Columbia, over 95% of toxicology tests of drivers who are suspected of being impaired were positive for alcohol or drugs in 2018. Of those drivers, 25% were positive for phencyclidine (PCP), 43% were positive for marijuana metabolite, and 14% were positive for cocaine. In addition, 2016 fatality data demonstrates ethanol being present in 20% of traffic related cases and illicit drugs were found in over 17% of the same population. Overall, this high prevalence of positive casework creates workload challenges that negatively impact driving under the influence casework turnaround time and backlog numbers.

To make impaired driving issues even more complex, the legalization of marijuana, the high prevalence of K2 (spice), and the introduction of novel psychoactive substances (bath salts and fentanyl) into the District has made identifying, quantifying, and interpreting the impact of those compounds difficult, if not impossible, with current resources and equipment. Developing comprehensive, rapid, drug-testing methods takes time, devoted resources, and highly sensitive equipment.

To address turnaround time, testimony services, method development, and monthly data gathering and distribution, the Office of the Chief Medical Examiner (OCME) is seeking two full time equivalent positions (DUI toxicologists), training, and supplies in order to supplement DUID enforcement. The two toxicologists will continue to use and improve new in-house methodologies which support the detection and reporting of drugs which are known to cause impairment as well as provide direct, timely testing of DUI specimens, expert testimony and rapid data analysis services to stakeholders. As part of a team, the role of the 2 FTEs would be to assist with testing and accessioning all toxicology casework, track DUI and DUID related casework, and collect, summarize, and report data on DUI and DUID to all interested stakeholders. In addition, the FTE's would be responsible for developing and implementing newer comprehensive methods to capture drug impairment data using the latest technology and summarize and report the data moving forward.

To address equipment, the OCME currently uses Enzyme Linked Immunoassay Sorbent Assays (ELISA) to test urine samples submitted for driving under the influence of drug cases. This preliminary screen uses a technology involving antibody coated wells which react with different classes of drugs when exposed to the subjects test urine. The technology effective, however, the method takes time to prepare and is fairly costly. OCME would like to transition urine testing to HEIA (Homogeneous Enzyme Immunoassay). This is a scientifically vetted technology which lends itself to high throughput automation which requires very little preparation time. Samples are tested with reagents in the same well, decreasing analysis time by simplifying preparation and shorting instrument run time.

To address supplies, the OCME is seeking laboratory consumables in order to test DUI and DUID specimens.

Currently OCME is screening over 350 urine cases a year. Average turnaround time for casework is approximately 45 days. The agency would like to reduce this time to less than 15 days in order to further expedite the court process. In addition, this technology offers other types of drug urine testing capabilities that the OCME currently does not have including synthetic cannabinoids and tapentadol. These types of testing can decrease unnecessary confirmatory testing and save workload time and resources.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To address turnaround time, testimony services, method development, and monthly data gathering and distribution, the Office of the Chief Medical Examiner (OCME) is seeking two full time equivalent positions (DUI toxicologists), training, and supplies in order to supplement DUID enforcement. The two toxicologists will continue to use and improve new in-house methodologies which support the detection and reporting of drugs which are known to cause impairment as well as provide direct, timely testing of DUI specimens, expert testimony and rapid data analysis services to stakeholders. As part of a team, the role of the 2 FTEs would be to assist with testing and accessioning all toxicology casework, track DUI and DUID related casework, and collect, summarize, and report data on DUI and DUID to all interested stakeholders. In addition, the FTE's would be responsible for developing and implementing newer comprehensive methods to capture drug impairment data using the latest technology and summarize and report the data moving forward.

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This is a scientifically vetted technology which lends itself to high throughput automation which requires very little preparation time. Samples are tested with reagents in the same well, decreasing analysis time by simplifying preparation and shorting instrument run time.

To address supplies, the OCME is seeking laboratory consumables in order to test DUI and DUID specimens.

Currently OCME is screening over 350 urine cases a year. Average turnaround time for casework is approximately 45 days. The agency would like to reduce this time to less than 15 days in order to further expedite the court process. In addition, this technology offers other types of drug urine testing capabilities that the OCME currently does not have including synthetic cannabinoids and tapentadol. These types of testing can decrease unnecessary confirmatory testing and save workload time and resources.

Project Objectives or Goals

- Continue to provide comprehensive DUI and DUID testing of District suspected impaired driving while reducing turnaround times and overall backlog of casework.
- Continue to share data and provide information and analysis to assist stakeholders with decreasing the prevalence of DUI and DUID in the District of Columbia.
- Procure rapid urine immunoassay analyzer and testing kits for DUID casework
- Install instrument and develop methods and routines for testing MPD urine immediately upon receipt from MPD
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending the supervisor and grant funded employees to forensic toxicology scientific workshops and conferences.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The District's evidential breath program (initiated in September of 2012), as well as other enforcement efforts have influenced the number of MPD toxicology submissions between FY2012 and FY2013 (See Table 1). However, even with the availability of the program, the number of specimens submitted seems to be slightly increasing in recent years. .

Fiscal Year	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY18
MPD DUI Cases (n)	681	401	295	308	343	355	370
Estimated Cost of Testing (K)	170.25	100.25	73.75	77	80	85	90

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FDLBAC-2019-01-03-00	Chemical Testing of Impaired Drivers	Laboratory Drug Testing Equipment

5.2.1.1 Planned Activity: Chemical Testing of Impaired Drivers

Planned activity name	Chemical Testing of Impaired Drivers
Planned activity number	FDLBAC-2019-01-03-00
Primary countermeasure strategy	Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Agency will purchase the consumable supplies necessary to support chemical testing of DUI and DUID casework.

Agency will purchase the equipment and supplies necessary to increase the efficiency of DUI and DUID urine casework.

The Agency will develop screening method on urine analyzer equipment

Agency will provide comprehensive chemical testing for biological specimens submitted by the District of Columbia during the performance period.

Agency will analyze data and demonstrate turnaround time (time from receipt of specimen till release of report) and backlog (cases reported greater than 60 days from receipt of specimen).

Agency will report findings to stake holders (DDOT, MPD, and OAG).

Enter intended subrecipients.

The OCME toxicology laboratory is the only organization in the District of Columbia that currently provides forensic chemical testing on driving under the influence casework (breath, urine, or blood). In addition, the toxicology laboratory is accredited by the American Board of Forensic Toxicology (ABFT). ABFT is a national organization that accredits forensic toxicology laboratories in North American. Currently, there are only 36 laboratories accredited by ABFT.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$342,213.87		\$343,213.87

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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5.2.2 Countermeasure Strategy: High Visibility Saturation Patrols

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Saturation Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Impaired driving can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. While alcohol-impaired driving is well researched and understood, little is known of drug-impaired driving especially as there are over 400 drugs, both legal and illegal, that are tracked by NHTSA that can cause impairment, and each one has a different impact on every user. All states have laws to address impaired driving. The alcohol-impaired driving laws are better understood and easier to enforce than those for drug-impaired driving.

All seven MPD Districts are addressing impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU) by deterrence. If drivers believe that driving impaired is likely to be detected and result in an arrest, convicted, and punishment, many will not drive impaired. The TSSEB will continue to coordinate high-visibility sobriety checkpoints as well as saturation patrols citywide on a weekly/monthly basis. Sobriety checkpoint will be done in conjunction with the alcohol van, increasing enforcement visibility and with MPD officers equipped with body cameras, strengthen their convictions.

MPD in partnership with the District Department of Transportation (DDOT), NHTSA as well as with Maryland and Virginia state partners work tirelessly to educate the public of the perils of Impaired Driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The crash analysis for the years 2013 thru 2017 also revealed that majority of all impaired-driving related injuries occur between 8 p.m. and 3 a.m., on Saturdays (26.3 percent) and Sundays (23.4 percent), and during the months of July (12.1 percent), May (10.7 percent), and November (10.1 percent).

MPD will enforce the District DUI laws, as well as continue to support the efforts of Checkforce Strikepoint campaign runs the months of January, February–Super Bowl, March–St Patricks Day, May–Cinco de Mayo, August, October–Halloween, November, and December–Holidays as well as NHTSA’s designated crackdown periods.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO has partnered with Metropolitan Police Department (MPD) to enforce the District’s DUI laws by regularly conducting saturated patrol and publicized checkpoints and using specially trained officers and equipment in high-risk locations; both methodologies are found in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 8th Edition, 2015*. This effort would include uniformed law enforcement officers “saturating” a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. The HSO and other MPD sources provide these high-risk locations. As an additional deterrent, the HSO and MPD have also invested in building an Impaired Driving Mobilizing Processing Unit that is fully equipped with Intoxilyzer, breath-testing instruments, fingerprint equipment, holding cell, officers’ workstations, and all other equipment and supplies necessary for it to be a fully functional DUI processing center. Using this van will also increase the efficiency of onsite DUI processing, checkpoints and, as a result, an increase in DUI arrests. This hybrid approach, along with the associated national crackdowns and mobilization, will provide continuous direct and general deterrence in impaired driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6OT-2019-01-02-00	Enforcement Impaired Driving	High Visibility Saturation Patrols

5.2.2.1 Planned Activity: Enforcement Impaired Driving

Planned activity name	Enforcement Impaired Driving
Planned activity number	M6OT-2019-01-02-00
Primary countermeasure strategy	High Visibility Saturation Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

- Conduct 9,200 overtime hours for alcohol enforcement for sobriety checkpoints during the day and times based on crash data at high risk locations; utilizing the Impaired driving van and body cameras.[1]
- Conduct 1,000 overtime hours for enforcement during Checkpoint Strikeforce, National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.[2]
- Conduct 1,000 overtime hours of enforcement on Cops in Shops (misrepresentation of age while purchasing alcohol and the selling of alcohol to minors).
- Conduct new SFST Training – 32 hrs class; two classes each of the seven Districts with a minimum of 10 new officers (140 officers)
- Conduct SFST Refresher Course - 8 hrs. class; 3 per year with a minimum of 20 officers.(60 officers).
- Conduct Intoximeter training – 40 hrs. class; 4 class per year with a maximum of 12 officers.

[1] Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

[2] Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

Enter intended subrecipients.

The Metropolitan Police Departments past and present experience/qualifications are extensive and well known. It includes 150 years of policing the Nations Capital providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors.

The MPD TSSEB consists of the Major Crash Investigation Unit (MCIU six detectives), the Impaired Driving Support Unit (IDSU two officers and one civilian technician) and the Motor Carrier Safety Unit (MCSU six officers). MPD also has 497 certified in Standardized Field Sobriety Tests (SFST). In addition, each unit has a full-time sergeant and one lieutenant that oversee TSSEB with one civilian program manager.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Saturation Patrols

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	\$653,600.00	\$653,600.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.3 Countermeasure Strategy: Court Monitoring

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The District of Columbia ("District") has the responsibility to keep criminal violation of any traffic laws and resulting deaths, property damage and physical injuries to a minimum through criminal prosecution, legislative changes, law enforcement training, and public education efforts. The Office of the Attorney General ("OAG") has the responsibility for the prosecution of Driving Under the Influence of Alcohol and/or Drug offenses ("DUI"). The District of Columbia Department of Transportation ("DDOT") is authorized by federal legislation to fund the Impaired Driving Program in conjunction with the District's Highway Safety Program. The four Driving Under the Influence ("DUI") Prosecutor positions, Traffic Safety Resource Prosecutor and the DUI paralegal are being continued in conjunction with National Highway Traffic Safety Administration ("NHTSA") to enhance the prosecution of impaired drivers in the District. These positions have been essential to the effective and efficient prosecution of these impaired driving cases and other serious offenses, taking a tough stance on impaired driving offenses, working with and providing a resource to the law enforcement and judicial communities, working with policymakers and stakeholders, and protecting the citizens of the District of Columbia.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The District of Columbia ("District") saw a 17 percent increase from 23 fatalities in 2015 to 27 fatalities in 2017. Alcohol and drug impaired driving and aggressive driving dominated these statistics. Accordingly, the District must remain vigilant in its efforts to reach zero traffic fatalities.

Some of the criminal traffic violations prosecuted by OAG include but are not limited to alcohol/drug impaired driving offenses ("DUI"), reckless driving, failing to yield to a pedestrian, leaving after collision offenses involving property damage and physical injuries ("Hit and Run"), speeding more than 30 miles per hour over the posted speed limit, and operating non-traditional motor vehicles ("ATV").

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO is aware that for the enforcement efforts to be effective there must be proper prosecution and adjudication of DUI arrests. Therefore, the agency is committed to continue funding for a dedicated traffic-safety resource prosecutor (TSRP) position, and a DUI Team comprised of four DUI prosecutors and a paralegal with the Office of the Attorney General (OAG). OAG works with law enforcement, judicial communities and policymakers to take a tough stance on impaired driving offences to protect the citizens of the District of Columbia. Comprehensive training arms law enforcement officers and prosecutors with the tools they need to better conduct their investigations and effectively present evidence in court to ultimately convict and deter impaired drivers. The team also meets and discusses drug-impaired driving cases, marijuana impairment, and discusses the revisions of legislation on marijuana per se levels and how to effectively prosecute marijuana-impaired cases.

This group meets monthly basis for DUI Enforcement meetings hosted by the Traffic Safety Resource Prosecutor (TSRP). At these meetings, the TSRP keeps attendees abreast of legal issues, courtroom ruling trends, discovery matters, and training opportunities. Furthermore, attendees receive updates by the police agency representatives on the occurrences and enforcement measures in their agency. These meetings also allow for creating new training programs, enforcement initiatives, and intra-agency coordination.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6OT-2019-01-01-00 OAG/TSRP	Traffic Safety Resource Prosecutor	Court Monitoring
M6OT-2019-01-01-00 OAG/DUI	DUI Team	Court Monitoring

5.2.3.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	M6OT-2019-01-01-00 OAG/TSRP
Primary countermeasure strategy	Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Activities I: Training

1. Attend at least eight in person or electronic media based trainings to develop and maintain specialized knowledge of traffic safety and impaired driving issues.
2. Host/Conduct a minimum of 25 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.
3. Meet quarterly with representatives from the National Traffic Law Center ("NTLC"); maintain online relationship with other TSRPs nationwide, and when needed provide technical support to other jurisdictions.
4. Participate in "Sobriety Check" program to educate area high school and college students about the consequences of abusing alcohol and drugs.
5. Facilitate one Advanced Roadside Impaired Driving Enforcement ("ARIDE") course with a minimum of 10 law enforcement officers in attendance. Work with MPD to develop a more comprehensive Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) program.
6. Attend some of the following conferences: Lifesavers Conference, the TSRP annual meeting, NHTSA regional meeting, DRE conference, and/or any additional conferences aimed at promoting traffic safety. Provide a summary of lessons learned to the Highway Safety Office.
7. Provide national subject matter expert training to OAG line prosecutors in one of the following areas: Drugged Driving, Marijuana Impairment, video evidence, drowsy driving, or some other topic that enhances traffic safety.

Activities II: District-wide Resource

1. Meet with and aid MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor.
2. Facilitate the preservation of blood/urine specimens collected from impaired drivers at Washington area hospitals.
3. Host/conduct quarterly DUI enforcement meetings and annual DRE meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings. Facilitate quarterly meetings with the Office of the Chief Medical Examiner to discuss toxicology and breath program issues pertinent to impaired driving.
4. Participate in Community Outreach Events, such as WRAP SoberRide Kick-Offs, NHTSA Drive Sober or Get Pulled Over, Smooth Operator, Checkpoint Strikeforce, Responsibility.org congressional meetings, and DC's Vision Zero.
5. Regularly attend the District Traffic Records Coordinating Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s). Prepare quarterly report that includes statistical information on DUI cases to be shared with the HSO office and TRCC committee.

Activities III: Intra-office Support

1. Communicate trends in aggressive driving and impaired driving enforcement and prosecution, updates in the law, and other issues regarding impaired driving to prosecutors at bi-weekly staff meetings, and/or bi-weekly e-mail communication.
2. Screen (paper) or assist with the screening of a minimum of 350 impaired driving arrests, arrest warrant applications, search warrant applications, and judicial summons cases. Assist law enforcement with biological specimen preservation requests. Screen DUI offenders for drug court placement.
3. The TSRP will provide technical support to prosecutors dealing with impaired and aggressive driving cases. Technical support will range from assisting with pretrial plea negotiations, litigation support, pre-trial preparation, witness conferences, case law, legal research, writing, and editing legal arguments, reviewing bodyworn camera footage, and aiding with sentencing. Second chair prosecutors in Court on difficult impaired driving litigation.
4. The TSRP will observe court proceedings on a bi-weekly to identify problem areas and the need for additional training.
5. Support pretrial discovery, by securing toxicology reports from OCME, and breath litigation materials and saving to a shared database for attorney access. Submit requests for USCP street and station video, and upon receipt deliver to attorneys. Secure FEMS reports.
6. Maintain intra-office resources for prosecutors to provide them with easy access to pleadings, expert witness materials, trial preparation materials, and pertinent caselaw. Create DUI trial binders for new attorneys.
7. Keep Probation Show Cause ("PSC") database and provide litigation support to track DUI offenders who violate terms of probation.
8. Retain a caseload of approximately 20-25 serious traffic (DUI and aggressive driving) cases to remain current on litigation skills to include pretrial preparation, legal writing, plea negotiations, and trial.

Activities IV: Legislative Support

1. Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving, reckless driving, and other traffic safety laws. Review the effectiveness of the current impaired driving laws, and determine what, if any, modifications or to be made.
2. Serve on or provide support to the Criminal Jury Instruction committee, particularly in DUI jury instructions.
3. Author quarterly submissions to the TSRP blog pertaining to trends in impaired driving.

Enter intended subrecipients.

The Office of the Attorney General has a long history of focusing on aggressive and impaired driving. As such, OAG has a tremendous amount of experience in training attorneys and law enforcement in this area, as well as, successfully prosecuting impaired and aggressive driving cases. OAG is responsible for knowing every aspect of these charges, and has worked with allied agencies, to successfully hold motorists accountable, which it has done for years. OAG has continuously made improvements in policies and procedures to assist with the increased successful prosecutions of impaired and aggressive drivers. OAG works with all law enforcement agencies in the District in prosecuting impaired driving offenses.

Over the past decade OAG has hired and utilized a Traffic Safety Resource Prosecutor through grants from the DDOT. This position has enabled OAG to give more focused attention to impaired and aggressive driving cases as the number of arrests has increased. As a result, this funded position has significantly increased work product and the prosecution of these types of offenses.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$164,000.00	\$164,000.00	
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$20,000.00	\$20,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.3.2 Planned Activity: DUI Team

Planned activity name DUI Team
Planned activity number M6OT-2019-01-01-00 OAG/DUI
Primary countermeasure strategy Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Activities I: Litigation

- A. Carry caseloads of the most demanding and difficult impaired driving cases, such as repeat offenders, children in car cases, major crash cases and toxicology cases. Carry case load of approximately 40-60 cases per prosecutor.
- B. Maintain stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels. Increase requests for ignition interlock devices quarterly by 10% on guilty pleas or convictions after trial on alcohol-related DUI cases from 19 cases to 21 cases[1]
- C. Review and screen paperwork from police agencies to verify there is sufficient evidence to charge DUI and ensure that the necessary documentation has been obtained from the police agencies.

Assist papering AAG at Lockup Desk daily with reviewing all DUI lockup arrests to ensure proper charging decisions

Determine if search warrant for blood/urine specimen from hospitals is necessary for DUI lockup arrest cases

Determine if arrest warrant or judicial summons should be issued on DUI cases presented by law enforcement agencies

Increase screening or assisting with the screening of impaired driving arrests, arrest warrant applications, and judicial summons cases quarterly by 15% from 411 to 473[2]

Increase reviewing and assisting officers with search warrant applications by 15% from 10 search warrants to 12 search warrants[3]

- D. Prepare quarterly reports that include statistical information on DUI cases to be shared with the Traffic Records Coordinating Committee and the Highway Safety Office.

E. Prepare DUI Prosecutor's briefs, legal memorandum and other pleadings for use at hearings, trials, or on appeal of such cases assigned to the DUI Prosecutor.

F. Attend Lifesavers Conference and/or any additional conferences aimed at promoting traffic safety. Provide a summary of lessons learned to the Highway Safety Office.

Activities II: Intra-office Support

- A. Respond to written and verbal inquiries made by prosecutors concerning criminal traffic matters, serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses and reviewing written case materials on a wide variety of legal issues, including but not limited to probable cause, Standardized Field Sobriety

Tests ("SFST"), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood/urine testing, pretrial procedures, trial practice, and appellate practice.

- B. Serve as second chair to less experienced and knowledgeable prosecutors on difficult impaired driving cases handled by the Criminal Section, including but not limited to, suppression hearings motions tackling new and unique areas of the law.
- C. Assist the TSRP by providing training to law enforcement on how to prosecute impaired driving cases when the TSRP is unavailable approximately two times a year and assist in a supportive role during other trainings.
- D. Assist the TSRP with updating the outline of the impaired driving offense manual for prosecutors to assist in the prosecution of impaired driving cases, which includes information on current case law, pre-trial preparation, traffic stops, probable cause, breathalyzer, blood and urine testing procedures, proof of impairment, chain of custody, sentencing procedures, common defenses, and examples of forms used in the District.

Activities III: Paralegal Support

- A. Build DUI jackets for arraignments, including entering information into Prolaw and creating discovery packets
- B. Redact sensitive information from discovery packets and personnel performance management system ("PPMS") documents
- C. Request criminal records through WALES and NCIC
- D. Request local and nationwide driving histories (both preliminary and certified)
- E. Order, pick up and organize station videos from MPD
- F. Request subpoenas of civilian witnesses and radio run/911/CAD reports
- G. Maintain statistical information on DUI cases not captured by OAG's case management system.
- H. Providing statistical data as needed to Highway Safety Office
 - I. Perform all other pre-trial and trial preparation for the DUI attorneys as directed by supervisors.
- J. Quarterly professional development courses for DUI paralegal for effective preparation of statistical data to prepare reports.

[1] These are average numbers. The DUI team requested Ignition Interlock 75 times in Fiscal Year 2017. Ignition interlock devices are not requested on drug cases. In addition, the number of cases closed quarterly varies.

[2] Based on the number of DUI cases screened in Fiscal Year 2017 (1643), the DUI Prosecutors are projected to increase screening, especially since the DUI Team now exclusively screens all DUI paperwork, excluding Saturday and holiday lockups unless assigned to work on those days.

[3] The DUI Team assisted officers in drafting search warrants for 10 DUI cases in Fiscal Year 2017. The number of search warrants the DUI team assists officers with can vary greatly due to a number of factors outside of the control of the DUI prosecutors, including but not limited to the following: officers' failure to present search warrant cases, hospitals failing to obtain or preserve specimens and the AAG papering lockup cases failing to identify potential cases for search warrant application.

Enter intended subrecipients.

The Office of the Attorney General has a long history of focusing on impaired driving. The Criminal Section of OAG has always prosecuted impaired drivers. As such, OAG has a tremendous amount of experience in training attorneys and law enforcement in this area, as well as, successfully prosecuting impaired driving cases. OAG is responsible for knowing every aspect of impaired driving and working with related agencies, to successfully hold impaired drivers accountable, which it has done for years. OAG has continuously made improvements in policies and procedures to assist with the increased successful prosecutions of impaired drivers. OAG works with all law enforcement agencies in the District in prosecuting impaired driving offenses. In more recent years, OAG has hired and utilized four DUI Prosecutors through grants from DDOT. These positions have enabled OAG to give more focused attention to impaired driving cases as the number of arrests have increased. As a result, the DUI Prosecutor funded positions have increased significantly the successful prosecution of impaired driving offenses.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$729,892.00		\$729,892.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.4 Countermeasure Strategy: Communication Campaign - Impaired

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication Campaign - Impaired

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The goal of this outreach is to reduce the number of alcohol-related crashes by informing the public and more specifically younger adults on the negative impacts of drinking and driving/walking/biking.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Data states that the highest number of impaired fatalities and injuries occur

Fridays through Sundays between 8 PM and 3 AM with
Involving males 21 – 35
Months with the highest fatalities and injuries are June, July, September and November
Ward 7 has the highest level with a moderate balance through other wards.

Media Objective

Increase belief of arrest for drinking and driving.
Increase the perception that law enforcement is out with patrols and checkpoints.

Education Objective

To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The District will also continue to participate in the National Enforcement Crackdown—where the primary message is *Drive Sober or Get Pulled Over*—in the summer months and holidays, as well as in the Checkpoint Strikeforce Campaign (<http://www.checkpointstrikeforce.net/>). This is a research-based, multi-State, zero-tolerance initiative conducted jointly with Maryland and Virginia. The media campaign by The McAndrew Company operates in conjunction with regional law enforcement waves aimed at getting impaired drivers off the roads and educating the public about the dangers and consequences of drunk drivers. Additional enforcement in deterring excessive drink is the District's Cops-in-Shops program, focusing on underage drinking, ABRA compliance checks, and beverage service policies for all ABC license holders.

The HSO will continue to partner with the Washington Regional Alcohol Program (WRAP) and provide communication and outreach strategies to the public on the dangers of driving while impaired. These efforts include education programs for high schools, community groups, and business. This program also provides a no-cost taxicab ride designed to prevent drunk driving during the SoberRide campaigns (<http://www.wrap.org/soberride/>).

All media/education outreach efforts will be coordinated with the Metropolitan Police Department (MPD) to support High Visibility Enforcement (HVE) waves. This plan will focus on areas with the greatest potential to enhance safety and improve upon existing traffic safety programs.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-2019-03-00-00 WRAP	Education and Outreach	Communication Campaign - Impaired
FDLPEM-2019-01-01-00	Media Campaign - Impaired	Communication Campaign - Impaired

5.2.4.1 Planned Activity: Education and Outreach

Planned activity name	Education and Outreach
Planned activity number	AL-2019-03-00-00 WRAP
Primary countermeasure strategy	Communication Campaign - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Release the "2018 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving deaths, crashes, fatalities and injuries. Commence planning for the 2019 report.

Produce at least one newsletter and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.

Promote and conduct five SoberRide campaigns. Print materials, in both English and Spanish, to be distributed for the seasonal media campaigns. Approximately 275,000 printed pieces will be distributed throughout the grant year. The campaigns will run during Halloween 2018, the 2018 Holiday season, St. Patrick's Day 2019, Cinco de Mayo 2019 and Independence Day 2019.

Conduct WRAP's 21st annual winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving.

Invitations to be printed and mailed to WRAP database.

Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2018.

Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) and social media sites with current news releases, upcoming events and program information.

Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.

Attend the annual 2019 Lifesavers conference in Louisville, KY and/or the annual 2019 GHSA conference in Anaheim, CA by President or other WRAP staff. President will attend NHTSA Region 3 meetings.

Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving.

Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.

Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.

In balance with private sector support, produce and distribute the 2019 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.

In balance with private sector support, produce and distribute the 2019 edition of WRAP's annual reference guide on regional impaired driving laws, related facts and statistics.

Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.

Participate in MHSAs' 15th Annual Prevention Day by WRAP's Director of Programs.

Coordinate annual audit by outside accounting firm.

Continue WRAP's leadership role in DC Office of the Attorney General's convened monthly DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS, MDSAA, NDAA) partners. Upon sought participation of said collective

stakeholders, such a role will evolve to serving as a catalyst for the sought creation of a larger DC DUI task force.

Continue to promote and conduct prom and graduation activities at 24 DC high schools from mid-April through May increasing awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a "Moment of Silence" the week of May 14, 2019. Continue to serve as a resource for area high school students, faculty, students and parents on underage drinking prevention data, programs and efforts.

Enter intended subrecipients.

The Washington Regional Alcohol Program (WRAP) is an award-winning nonprofit public-private partnership working to prevent drunk driving and underage drinking in the Washington-metropolitan area for 38 years.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Low	405d Low Driver Education	\$134,750.00	\$134,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4.2 Planned Activity: Media Campaign - Impaired

Planned activity name	Media Campaign - Impaired
Planned activity number	FDLPEM-2019-01-01-00
Primary countermeasure strategy	Communication Campaign - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Campaign/Enforcement Dates

September through December

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies that are targeted to reach the young male audience.

Radio will be used as a primary way to reach drivers behind the wheel Out-Of- Home Transit ads and the MPD Billboard Digital and Social Media

Enter intended subrecipients.

McAndrew Company.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Paid/Earned Media	\$207,000.00	\$207,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Aggressive Driving

Program area type Aggressive Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overview

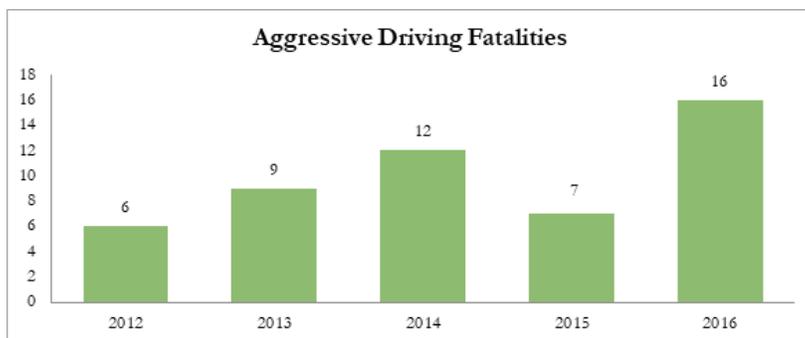
Aggressive driving usually involves speeding, as well as other factors, such as following too closely or improper lane change. Speeding is the primary contributing circumstance for traffic-related fatalities and injuries in the District. The following fines for speeding in DC are based on the number of miles per hour over the posted speed limit.

Violation	Fine
Speeding 1–10 mph over limit	\$50
Speeding 11–15 mph over limit	\$100
Speeding 16–20 mph over limit	\$150
Speeding 21–25 mph over limit	\$200
Speeding 26+ mph over limit	\$300

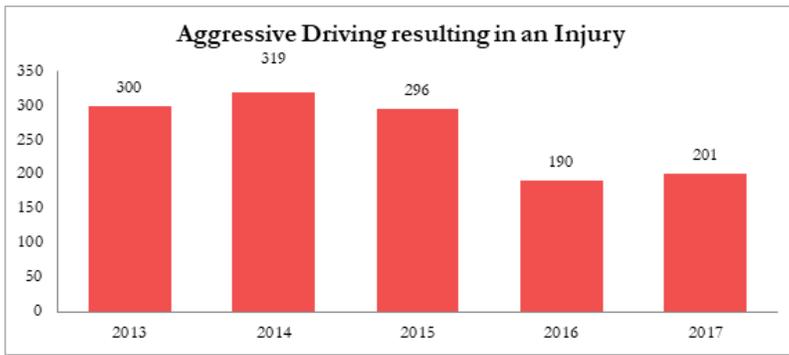
Speeding-related Data Trends

While FARS data reports only on speeding-related fatalities, aggressive driving involves speeding, as well as factors such as driving too fast for conditions; exceeding posted speed limit; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent or aggressive manner; ran red light and ran STOP sign. The following injury charts includes these additional factors.

Between 2012 and 2016, speeding-related fatalities accounted for 46.3 percent of all traffic fatalities (50 of 108). In 2016, speeding-related fatalities accounted for 59.3 percent (16 of 27) of all traffic-related fatalities.



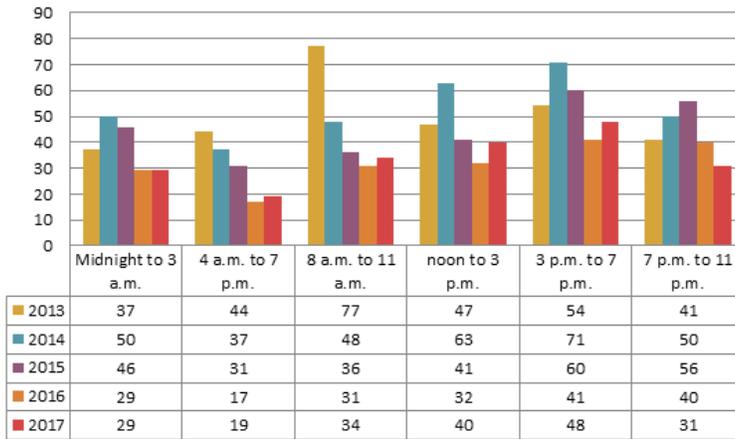
Between 2013 and 2017, there were a total of 1,306 aggressive driving-related injuries representing about 11.3 percent of all injuries (11,534) resulting in an average of 261 injuries per year. Aggressive driving-related injuries accounted for 6.8 percent of all injuries in 2017 (201 out of 2,969) compared to 6.1 percent in 2016 (190 out of 3,094).



When they occur

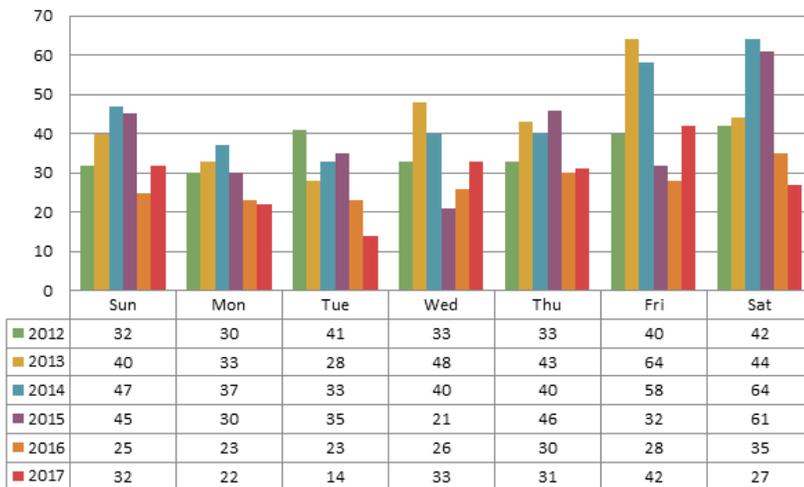
The highest frequencies of aggressive driving-related injuries occur between the hours of 4 p.m. to 8 p.m. (21.4 percent), 8 a.m. to noon (17.7 percent), and noon to 3 p.m. (17.4 percent).

Aggressive Driving-related Injuries By Time of Day



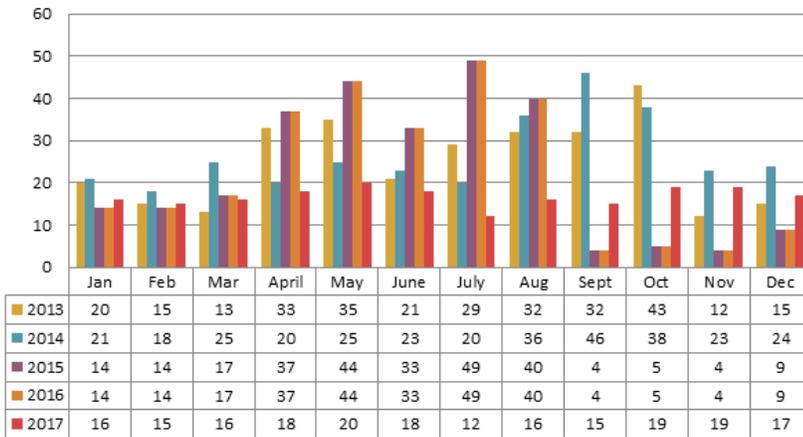
The days of the week with the highest frequencies of aggressive driving-related injuries are Saturdays and Fridays, with 18 percent and 17.5 percent respectively.

Aggressive Driving-related Injuries By Day



The months of the year with the highest frequencies of aggressive driving-related injuries are August (11.3 percent), May (10.5 percent) and July (10.5 percent). The Smooth Operator program runs in the District in June, July, August, and September.

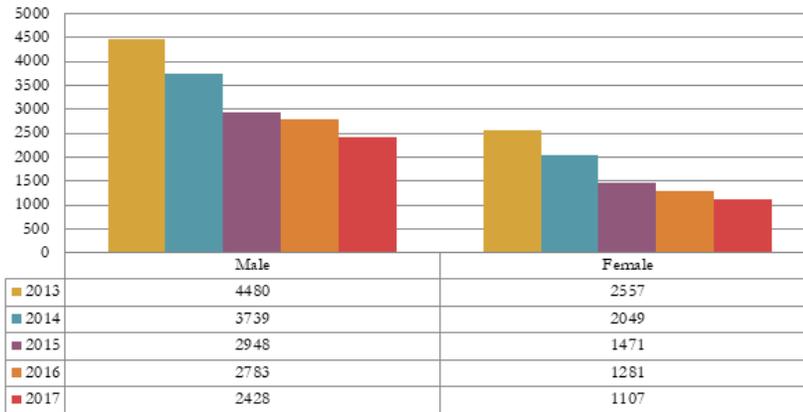
Aggressive Driving-related Injuries By Month



Who Drives Aggressively

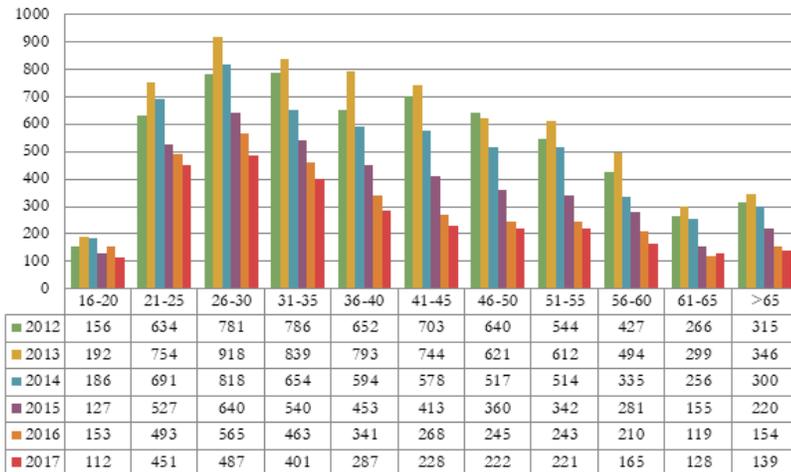
The summaries of aggressive driving-related crashes by gender is presented below. From the summaries, male drivers were reported as highest group involved in aggressive driving-related crashes with 65.9 percent (34.1 percent for female drivers).

Gender of an Aggressive Driver



The age groups with the highest involvement in aggressive driving-related crashes are 26-30 years (15.4 percent), 31-35 years (13 percent) and 21-25 years (13.1 percent). Overall, drivers within the 21-35 year age group accounted for 41.6 percent of all aggressive driving-related crashes.

Age of an Aggressive Driver



The majority of drivers involved in aggressive driving-related crashes reside in Maryland (42.7 percent) followed by the District (41.4 percent), and Virginia (15.9 percent).

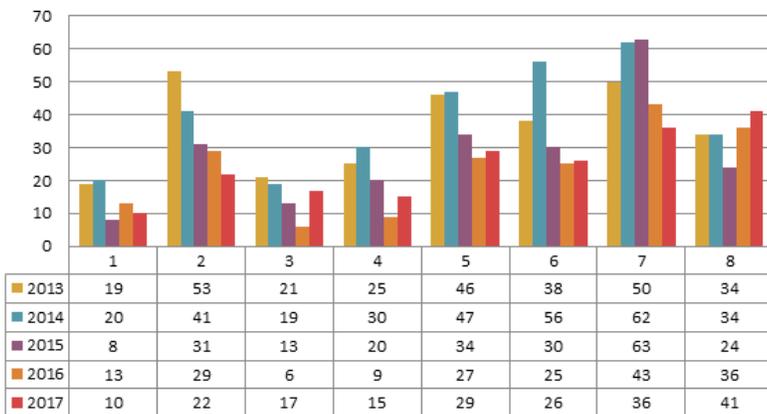
Residence of an Aggressive Driver



Where they occur

The following chart represents the distribution of crashes by DC Ward. The highest aggressive driving-related injuries occurred in Ward 7 (21.1 percent) followed by Ward 5 (15.2 percent), Ward 6 (14.6 percent), Ward 2 (14.6 percent), and Ward 8 (14.1 percent). Ward 3, and Ward 1 had the least number of injuries at 5.8 percent, and 6.3 percent respectively.

Injuries Involving Aggressive Driving by Ward



Strategies

The table below lists the strategies included in this HSP (FY2019); they are also included in the District's SHSP, 2014.

Enforcement Strategies

Strategy 1. High-Visibility Enforcement:

Use either expanded regular patrols or designed aggressive driving patrols to target selected high-crash or high-violation geographical areas (refer to latest DDOT speed information). Officers focus on drivers who commit common aggressive-driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized.

Strategy 5. Investigate and determine the use of new technologies (examples):

Laser speed-measurement equipment (provide more accurate and reliable evidence of speeding).
 Stationary LIDAR.
 Evaluate pilot program in a selected high-speed corridor.

Education Strategies

Strategy 1. Conduct educational and public information outreach campaigns:

Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g., Smooth Operator campaign).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of injuries involving an aggressive driver	5 Year	2019	143.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	13.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement - PTS
2019	Communication Campaign - SO

5.3.1 Countermeasure Strategy: Enforcement - PTS

Program area	Aggressive Driving
Countermeasure strategy	Enforcement - PTS

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO remains committed to using enforcement and education to address unsafe speed on the District's roadways. Particular emphasis will continue to monitor driving speeds, enforce posted speed limits, and identify other unsafe driving behaviors in known problem locations areas with a higher incidence of crashes, as well as locations identified from the Data-Driven Approaches to Crime and Traffic Safety (DDACTS).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Provide educational materials and increased enforcement on the District roadways to deter aggressive driving behavior, such as speeding, tailgating, unsafe lane changes.

Manage MPD grants per NHTSA requirements and provide support to the HSO by attending meetings related to the District's Strategic Highway Safety Plan, TRCC, and Smooth Operator meetings.

Reduce the time it takes to issue a citation from fifteen (15) minutes to five (5) minutes, issue multiple violations, when justified, in a matter of minutes while improving the availability of citations in a central database and reduce the number of citations issued with errors

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Enforcement is a proven strategy for deterring aggressive driving. The District will enforce locations based on data (i.e. crash, citations and community feedback), as well as other locations deemed high risk.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-01-01-00	Police Traffic Services	Enforcement - PTS

5.3.1.1 Planned Activity: Police Traffic Services

Planned activity name	Police Traffic Services
Planned activity number	PT-2019-01-01-00
Primary countermeasure strategy	Enforcement - PTS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct 4,000 overtime hours of speed enforcement at risk locations within the District as identified by the HSO and MPD sources.[1]
Conduct 700 overtime hours of high-visibility enforcement during the Smooth Operator Campaigns.[2]
Conduct 3,500 overtime hours to support traffic enforcement under the DDACTS Program for the Summer Time Crime initiative.
Print and distribute 5000 educational materials to educate the public about the dangers of aggressive driving and behaviors.[3]
Manage and provide support to the HSO grant programs to meet NHTSA requirements.
Add additional printers; hardware devices; batteries, battery chargers and accessories.
Receive and distribute additional equipment.
Continue with training additional officers.
Upgrade server that houses central database and ensure timely submission of citations to the court with the purchase of e-citation writers.

[1] Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.3

[2] Countermeasure that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

[3] Countermeasure that Work, Seventh Edition, 2013, Ch. 3, Section 4.1

Enter intended subrecipients.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$483,600.00	\$483,600.00	
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$325,000.00	\$325,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
E-Citation Writers	1	\$101,253.00	\$101,253.00		

5.3.2 Countermeasure Strategy: Communication Campaign - SO

Program area Aggressive Driving

Countermeasure strategy Communication Campaign - SO

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Crash data indicate that the highest number of aggressive driving fatalities and injuries occur:

Fridays and Saturdays between noon and 3 a.m.

Male drivers between 26 – 35 have the highest incidence of fatalities and injuries in Wards 7, 2, 5, and 8.

Maryland resident fatalities and injuries were about equal to DC.

Highest injuries were noted in May, July, and August

Paid media will target men ages 18 to 44 as well as high risk takers and will run in conjunction with regional coordinated law enforcement waves. A combination of radio, out-of-home advertising, and digital/social media may be used.

Overall Marketing/Communications Goals

Influence audience attitudes in the District of Columbia and Metro area toward aggressive driving behaviors and their destructive consequences.

Continue to support the High Visibility Enforcement (HVE) approach through messaging and media.

Cause and sustain positive behaviors that will help to improve the safety and well being of our community.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The District will continue to participate with other public safety officials and law enforcement through the Smooth Operator program (<http://smoothoperatorprogram.com/>). This program is a model for a coordinated, intra- and interstate program designed to combat aggressive driving problems and find short- and long-term solutions. It provides education, information, and solutions to address the problem of aggressive driving.

The Smooth Operator campaign works to influence audience attitudes toward aggressive-driving behaviors and their destructive consequences. Additionally, it promotes positive behaviors that will help improve the safety and well-being of the community.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

An aggressive enforcement program must be accompanied by an effective outreach campaign. Program evaluation has proven that implementing both elements can achieve the best results.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-05-03-00	Media Campaign - Smooth Operator	Communication Campaign - SO

5.3.2.1 Planned Activity: Media Campaign - Smooth Operator

Planned activity name	Media Campaign - Smooth Operator
Planned activity number	PM-2019-05-03-00
Primary countermeasure strategy	Communication Campaign - SO

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Media Objective

Consider highlighting automated enforcement to increase the perception that law enforcement is enforcing speeding and aggressive driving.

Media Strategy

Use a mix of traditional media vehicles as well as new media technologies targeted to reach the young male audience.

Radio will be used as a primary way to reach drivers behind the wheel.

Out-Of-Home - MPD Billboard and Bus ads.

McAndrew Company will support social media activities with additional content.

Addition social media advertising tactics will be used to increase ad impressions

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - SO

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$290,000.00	\$290,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type: Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overview

Pedestrians and bicyclists are among our most vulnerable roadway users and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has placed pedestrian enforcement efforts in areas identified as particularly dangerous. These efforts emphasize education and safety tips to increase community member awareness.

The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law has increased the civil infractions and fines for pedestrians who violate safety measures. Fines range from \$10 to \$50.

DC Code Title 50, Sections 2201 through 2221 and DCMR Title 18, detail how a driver should operate a motor vehicle on the streets of the District of Columbia:

• Failure to STOP and give right-of-way to a pedestrian who has begun crossing on the WALK signal (signalized intersection).	\$75 and 3 points
• Failure to STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (unsignalized crosswalk).	\$250 and 3 points
• Overtaking a stopped vehicle from the rear at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway.	\$250 and 3 points

Failure to give right-of-way to a pedestrian on a sidewalk (e.g., alleys and parking lots).

\$250 and 3 points

Colliding with a pedestrian while committing any of the above-listed offenses.*

\$500 and 6 points

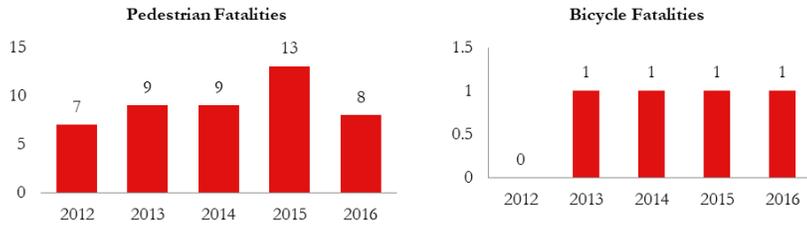
* Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.

When traveling on city streets, cyclists should follow the same rules of the road as motorized vehicles. This means stopping at STOP signs; obeying traffic signals and lane markings; and using hand signals to let others know your intention to stop or turn. Furthermore, cyclists must be aware of their surroundings.

In accordance with the FAST Act, the District of Columbia is qualified for a 405(h) incentive grant for Nonmotorized safety by having exceeded 15 percent of the total annual crash fatalities in 2015 (14 out of 23; 61 percent).

Pedestrian and Bicycle Data Trends

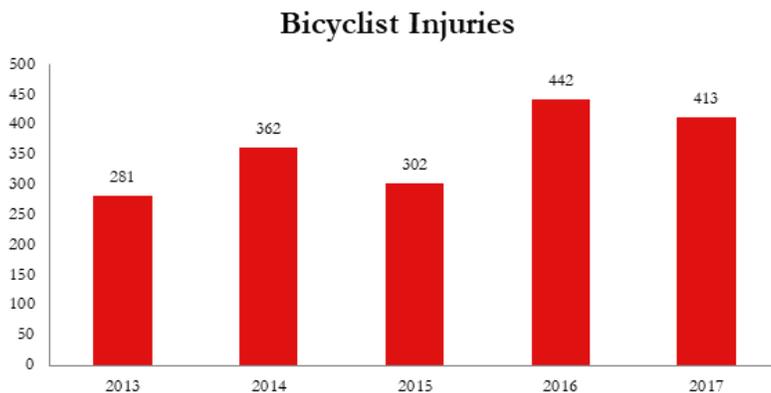
Between 2012 and 2016, there were a total of 46 pedestrian fatalities, representing a significant 42.6 percent of all traffic fatalities. Between 2012 and 2016, 4 bicycle fatalities occurred representing 3.7 percent of all traffic fatalities (108).



Between 2013 and 2017, there were a total of 2,147 pedestrian injuries representing about 18.6 percent of all injuries (11,534) resulting in an average of 430 injuries per year. Pedestrian injuries accounted for approximately 17.4 percent of all injuries in 2016 (516 out of 2,969) compared to 16.4 percent in 2015 (509 out of 3,094).

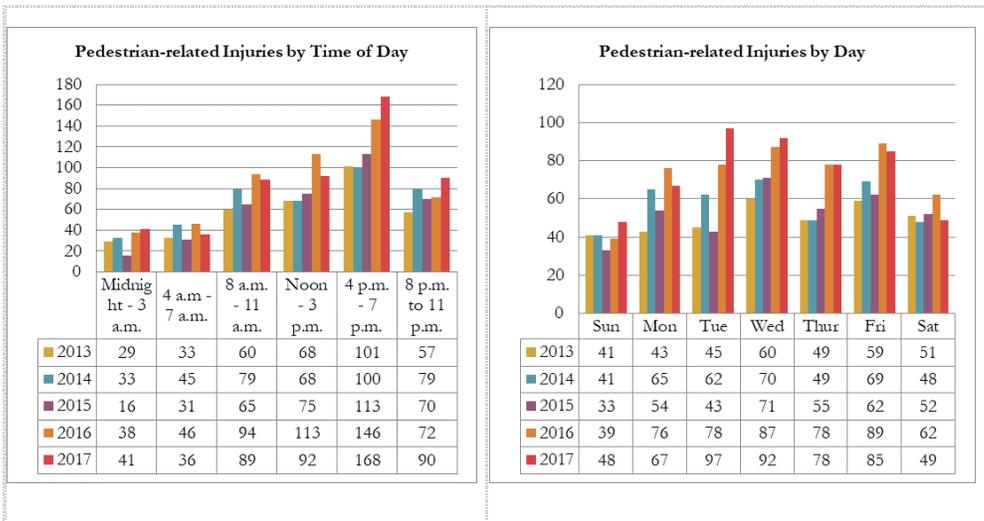


Within the same time period, there were a total of 1,800 bicyclist injuries representing about 15.6 percent of all injuries (11,534) and resulting in an average of 360 injuries per year. Bicyclist injuries accounted for approximately 13.9 percent of all injuries in 2017 (413 out of 2,969) compared to 14.3 percent in 2016 (442 out of 3,094).

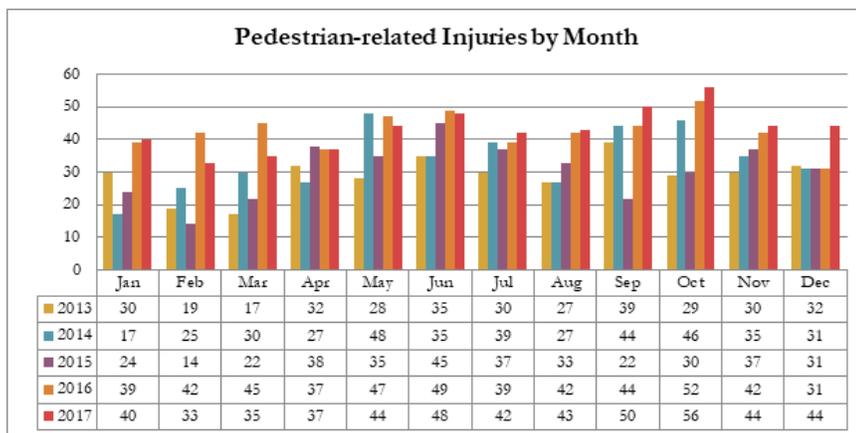


When Pedestrian-Related Crashes Occur

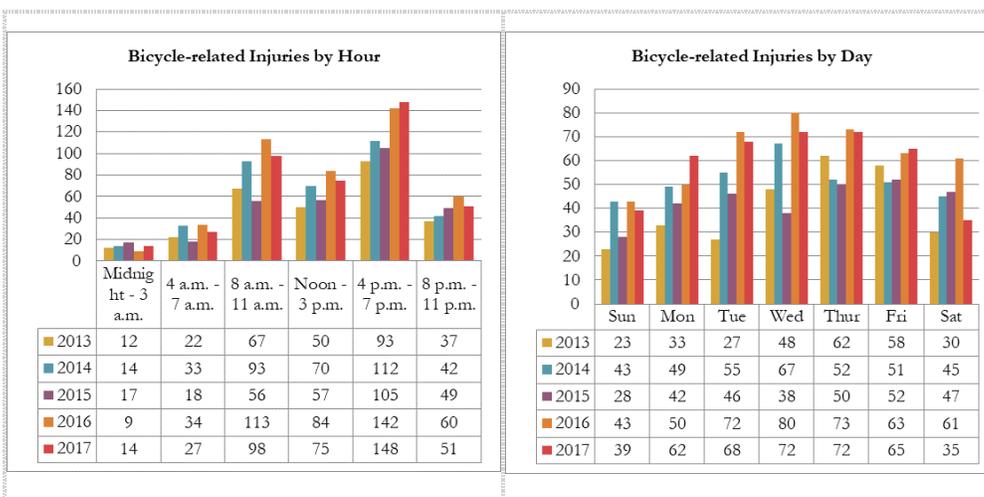
The highest frequencies of pedestrian injuries occur between the hours of 4 p.m. to 8 p.m. (29.3 percent), noon to 4 p.m. (18.4 percent), and 8 a.m. to noon. (18 percent). The days of the week with the highest frequencies of pedestrian injuries are Wednesdays, and Fridays with 17.7 percent and 17 percent respectively. Only about 12.2 percent of pedestrian injuries occur on Saturdays and 9.4 percent on Sundays.



The months of the year with the highest frequencies of pedestrian injuries are June (9.9 percent), October (9.9 percent), May (9.4 percent) and September (9.3 percent).

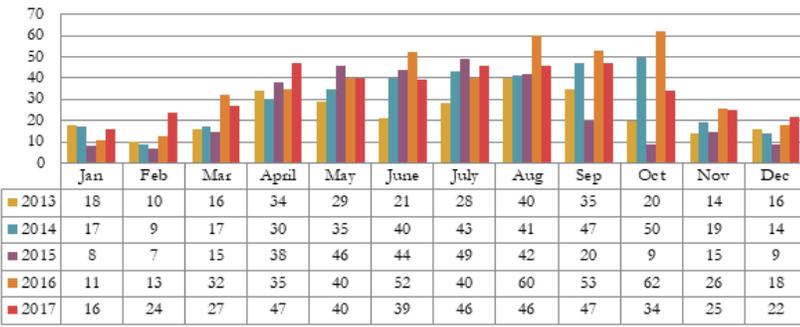


The highest frequencies of bicyclist injuries occur between the hours of 4 p.m. to 8 p.m. (33.3 percent), 8 a.m. to noon (23.7 percent), and noon to 4 p.m. (18.6 percent). The days of the week with the highest frequencies of bicycle-related injuries are Thursdays (17.2 percent), Wednesdays (16.9 percent), and Fridays (16 percent).



The months of the year with the highest frequencies of bicyclist injuries are between April and September, which together account for almost 67.1 percent of all bicyclist injuries.

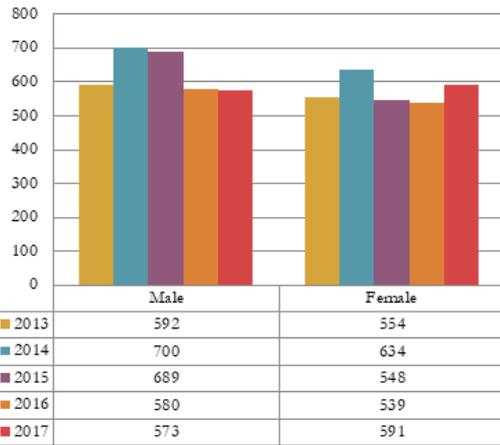
Bicyclist-Related Injuries by Month



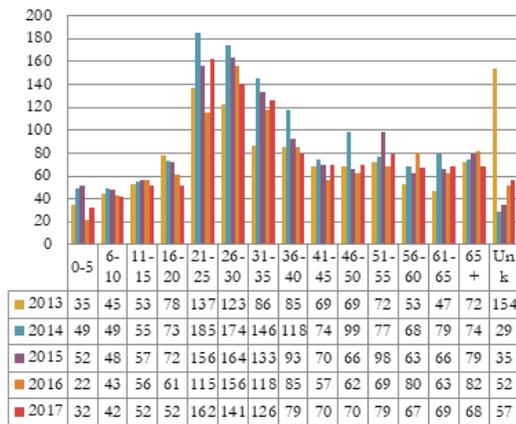
Who is Involved in a Pedestrian-related Crash

The data revealed that male pedestrians (51.7 percent) are slightly more involved in crashes than female pedestrians (47.3 percent). The age groups with the highest involvement in pedestrian crashes are 26-30 years (12.5 percent), 21-25 years (12.4 percent) and 31-35 years (10 percent). Overall, drivers within the 21-35 year age group accounted for 35 percent of pedestrian

Gender of Pedestrians involved in a Crash



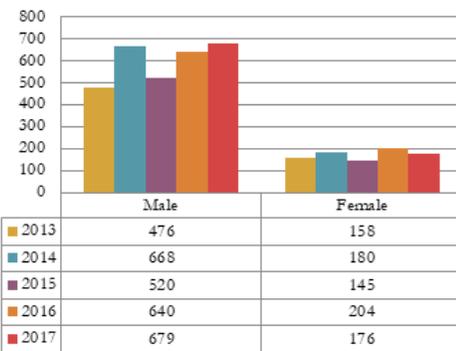
Age of Pedestrians involved in a Crash



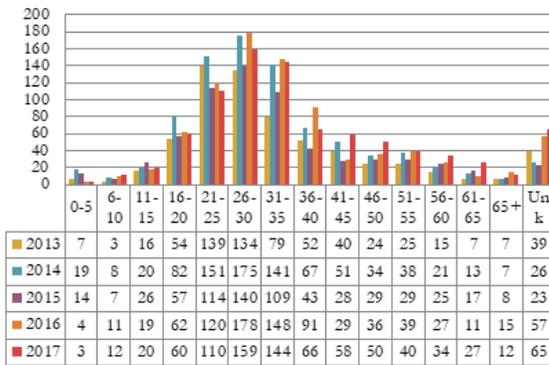
crashes.

About 77.1 percent of all bicyclists involved in crashes are males. The age groups with the highest involvement in bicyclist crashes are 26-30 years (21.6 percent), 21-25 years (17.5 percent), and 31-35 years (17.1 percent). Overall, bicyclists within the 21-35 year age group accounted for 56.2 percent of all bicyclist crashes.

Bicyclist Gender in a Crash



Bicyclist involved in a Crash by Age

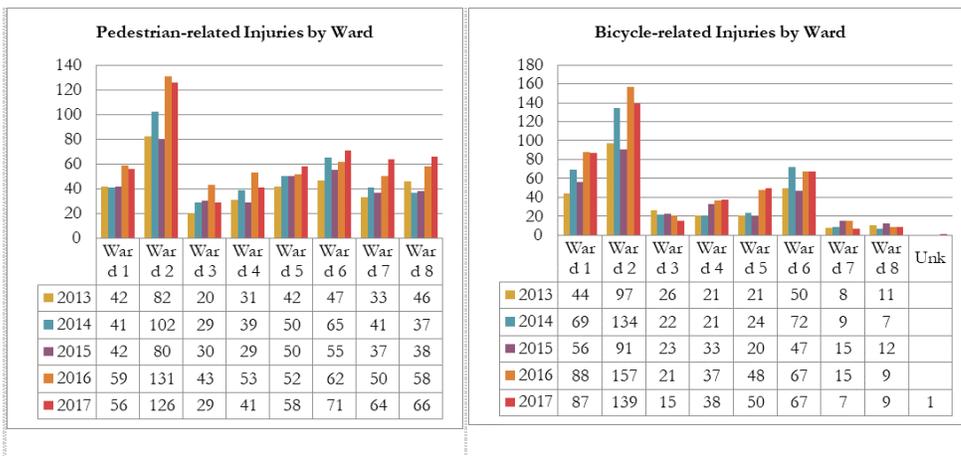


Where Pedestrian- and Bicycle-Related Crashes Occur

Both pedestrian- and bicyclist-related injury crashes occurred most frequently in Wards 1, 2, and 6.

Pedestrians

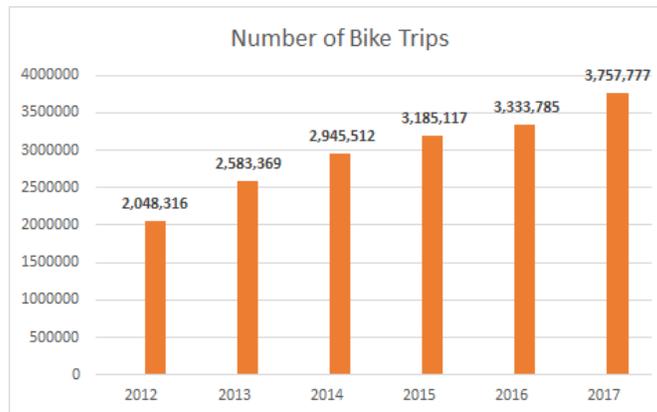
Bicyclists



Strategies

The District is the nation's third worst traffic-congested area, is the eighth most popular tourist destination, and DOT recognizes the need for roadway design that accommodates pedestrian and bicyclist for accessibility and safety. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and decrease the overall exposure for both pedestrians and bicyclists. Currently, the District has 61.7 miles of bike lanes and 18.8 miles of shared lanes. The District plans to further expand this network.

In 2010, the District joined the Capital Bikeshare program with Arlington County, Virginia. This program is a service owned by the local governments but operated in a public-private partnership with Alta Bike Share. The program launched in September 2010 with 400 bicycles at 49 stations. To date, the program has expanded to become multijurisdictional with Alexandria, VA and Montgomery County, MD.



The chart above shows the significant increases in bike trips since 2012. Bikeshare trips increased more than 12.7 percent per day, from 2016 to 2017.

The District Streetcar service on H Street began operation in March 2016, with daily weekday passenger averaging 2,419 passengers (67,853/month). In the 12 months since, daily weekday ridership has reached a high of 3,207 (93,909/month, March 2017) or a 32 percent increase.

There is concern that with the increased District focus to expand the multimodal network and attract new users, crashes will continue to rise. The HSO will continue to partner with MPD to regularly enforce and educate pedestrian, bicyclist and drivers on traffic safety and sharing the roadways. Using the data-driven approach described earlier in the HSP, MPD will select enforcement times and locations; the data analyses are designed to identify who is involved in crashes, when and where.

The following table lists the strategies included in this HSP (FY2019); they are also included in the District's SHSP, 2014.

Enforcement Strategies

Strategy 1: Implement Targeted Enforcement Campaign. Examples include:

- Conduct regular pedestrian safety enforcement operations that target motorists and pedestrians.
- Use speed enforcement in areas where high concentrations of pedestrians cross or on high pedestrian-crash corridors.
- Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.

Strategy 3: Expand the Traffic Safety focus at MPD:

- Provide Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.).
- Review/update the online Ped/Bike training, to be:
 - Completed every 2 years by MPD officers.
 - Added to the Academy curriculum.
 - Expanded to include other Federal Enforcement Agencies.
- ARIDE training for other law enforcement agencies in the District.

Education Strategies

Strategy 1: Targeted Education Initiatives:

- Continue and expand pedestrian traffic-safety education in elementary, middle, and high schools.
- Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies.
- Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking).

Strategy 4: Continue Street Smart, the pedestrian awareness campaign:

- Expand the use of social media.
- Expand to include all DC enforcement agencies and other agencies as necessary.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	10.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0
2019	Number of pedestrian-related injuries	5 Year	2019	619.0
2019	Number of bicyclist-related injuries	5 Year	2019	478.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement - Ped and bike
2019	Education and Outreach
2019	Communication Campaign - Ped

5.4.1 Countermeasure Strategy: Enforcement - Ped and bike

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Enforcement - Ped and bike

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrian/Bicycle Safety is a high-priority problem area. In pedestrian friendly metropolitan areas such as the District, walking is an important mode of choice. With over 50 percent of the workers in the District either commuting by public transportation or walking to work (*2006 American Community Survey*), it is crucial to understand the causes and severity of crashes involving pedestrians and bicyclists in the District.

Pedestrian and bicyclists are also among the most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than the vehicle occupants.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The data presented prior provides a detailed assessment of the extent of the problem in the District.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Enforcement of driver and pedestrian behaviors is crucial to ensuring they follow the appropriate traffic rules and regulations of the road.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-2019-08-04	Pedestrian and Bicyclist Enforcement	Enforcement - Ped and bike

5.4.1.1 Planned Activity: Pedestrian and Bicyclist Enforcement

Planned activity name	Pedestrian and Bicyclist Enforcement
Planned activity number	PS-2019-08-04
Primary countermeasure strategy	Enforcement - Ped and bike

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct a total 2,500 hours of overtime enforcement for driver, pedestrian and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest, as provided by the HSO and MPD sources.[1]
Conduct 350 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.[2]

[1] Countermeasures that Work, Seventh Edition, 2013, Ch 8, Section 4.4

[2] Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

Enter intended subrecipients.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. Over 600 officers have been trained on the District of Columbia's Vehicle Pedestrian and Bicycle laws and regulations but more training is needed. The MPD Academy, in conjunction with DDOT's Pedestrian and Bicycle Safety Group are developing an online Pedestrian/Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can take remotely from their office or wireless laptop. This should help increase enforcement capability as well as public awareness.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement - Ped and bike

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$165,300.00	\$165,300.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.2 Countermeasure Strategy: Education and Outreach

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Education and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt

enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrians and bicyclists are among our most vulnerable roadway users and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has placed pedestrian enforcement efforts in areas identified as particularly dangerous. These efforts emphasize education and safety tips to increase community member awareness.

The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law has increased the civil infractions and fines for pedestrians who violate safety measures. Fines range from \$10 to \$50.

DC Code Title 50, Sections 2201 through 2221 and DCMR Title 18, detail how a driver should operate a motor vehicle on the streets of the District of Columbia:

Failure to STOP and give right-of-way to a pedestrian who has begun crossing on the WALK signal (signalized intersection).	\$75 and 3 points
Failure to STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (unsignalized crosswalk).	\$250 and 3 points
Overtaking a stopped vehicle from the rear at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway.	\$250 and 3 points
Failure to give right-of-way to a pedestrian on a sidewalk (e.g., alleys and parking lots).	\$250 and 3 points
Colliding with a pedestrian while committing any of the above-listed offenses.*	\$500 and 6 points

* Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.

When traveling on city streets, cyclists should follow the same rules of the road as motorized vehicles. This means stopping at STOP signs; obeying traffic signals and lane markings; and using hand signals to let others know your intention to stop or turn. Furthermore, cyclists must be aware of their surroundings.

In accordance with the FAST Act, the District of Columbia is qualified for a 405(h) incentive grant for Nonmotorized safety by having exceeded 15 percent of the total annual crash fatalities in 2015 (14 out of 23; 61 percent).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The HSO will also continue to partner with Maryland and Northern Virginia through the Metropolitan Washington Council of Government (MWCOG) Street Smart campaign. This is a public education, awareness, and behavioral campaign geared to promoting pedestrian and bicycle safety. Since 2002, the campaign has used mass media (radio, newspaper, and transit advertising) to raise awareness and educate motorists, pedestrians and bicyclists to build safer streets and sidewalks. High-visibility law enforcement also enforces laws and trains road users to be better drivers, cyclists and pedestrians.

The Washington Area Bicyclist Association (WABA) is approaching a Ward-based community outreach effort to address the high rate of bicycle and pedestrian crashes—and their disproportionate effect on communities of color. WABA's mission is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There are multiple programs that must be in place to reduce pedestrian/bike crashes. Education with the combination of enforcement is needed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FHX-2019-01-01-00 SM	Streetsmart Campaign	Education and Outreach
FHX 2019-01-01	WABA Bike Safety	Education and Outreach

5.4.2.1 Planned Activity: Streetsmart Campaign

Planned activity name	Streetsmart Campaign
Planned activity number	FHX-2019-01-01-00 SM
Primary countermeasure strategy	Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. Develop Media Strategy, including paid and free media, target audiences, times, and locations. TPB staff, project consultant, and the advisory group work together, using current safety data, to develop the strategy.
2. Revise/Adapt Ads as Needed. Consultant will work with TPB staff and advisory group to adapt the existing materials, if necessary. If sufficient funds are obtained TPB may modify or add to the FY 2018 creative, for example by adding a video component.
3. Direct Outreach. Hold direct outreach events (4) for the public, utilizing mobile "street teams" to engage pedestrians at high-incident locations and educate them about safer behavior. Distribute 1000 safety tips cards to pedestrians at high incident locations.
4. Press Events, Media tours, and "Enforcement Activation" events. Hosted by a different jurisdiction each time. Purpose is to leverage media attention, highlight achievements and challenges in the host jurisdiction. Media outreach often highlights local enforcement efforts. "Enforcement activation" events enlist the press to cover live pedestrian enforcement. We expect to carry out at least one such event in each state.
5. Request PSA placement. TPB staff approach transit agencies and TPB member jurisdictions. Consultant approaches media outlets with whom we are placing paid media buys to request PSA space. Messaging mix can be specific to the jurisdiction or agency. Print materials as needed.
6. Run Paid Media & PSA Campaign. Typically includes transit ads, radio, TV, and pumptopper ads at gas stations. Peak times and corridors are targeted to the extent feasible for each media mode. Exact timing of the paid advertising may be adjusted by a week or two, based on advisory group input, ad availability, conflicting events, or other factors.
7. Evaluation Survey conducted with 300 area residents
8. Law enforcement by partner agencies. Issue Pedestrian safety-related citations and warnings. Participating law enforcement agencies are encouraged to enforce at high-incident locations, as identified by the State or local jurisdiction.
9. Print and Distribute materials. Print and distribute 5000 safety tips cards, and other materials to partner agencies, including law enforcement.
10. Web outreach. Web site, twitter feed, digital toolkit. Post campaign information on the web site, maintain a social media presence and calendar. Digital toolkit distributed to partner agencies, includes web banners and other information to be posted on web sites.
11. Best Practices in Pedestrian Enforcement Workshop. Bring law enforcement officers from departments with successful pedestrian safety programs, together with civilian safety experts, to conduct a half day training for law enforcement officers on best practices in pedestrian safety enforcement.
12. Analyze survey results. Analysis of the pre and post surveys of 300 area residents will show which messages the target audiences are hearing and remembering, and in which media they are hearing those messages. Will help show the overall campaign effectiveness, and help us rate the cost-effectiveness of specific media buys.
13. Annual Report Prepare and print the Annual Report. The Annual Report is a tool for engaging stakeholders. Shows all activities for the year, including law enforcement, paid media buys, and PSA placement. Value of PSA placement can be claimed as local match. Will contain analysis of the survey results.

Enter intended subrecipients.

The National Capital Region Transportation Planning Board is the federally-designated Metropolitan Planning Organization for the Washington Region. MWCOG and TPB have close contacts at the highest levels with the counties, cities, states, and agencies which make up its membership. Through the Street Smart Advisory Group and the Bicycle and Pedestrian Subcommittee, the COG/TPB has managed the regional Street Smart program for 12 years.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$100,000.00		\$100,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2.2 Planned Activity: WABA Bike Safety

Planned activity name WABA Bike Safety

Planned activity number FHX 2019-01-01

Primary countermeasure strategy Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Continuing to lead a grassroots Action Committee anchored by the vision of Move DC and Vision Zero action plans;

Identifying and supporting a Ward Captain (at least one per Ward) on the Action Committee to champion a street safety project in their Wards.

Coordinating monthly DC Action Committee meetings to plan events, update members on progress of projects, and train new volunteers.

Continuing to interface and engage with appropriate ANC contacts to educate them about Vision Zero and bicycle lane projects.

Organizing a series of community door-to-door walks in each identified project Ward to discuss Vision Zero with neighbors, collect Vision Zero pledge signatures, recruit Vision Zero volunteers, and distribute Vision Zero yard signs with a street safety message;

Organizing and leading a family-oriented action or ride in four Wards, (e.g. Safe Routes to School morning or afternoon ride);

Continuing outreach to project-adjacent business, churches, schools and other community organizations to educate and gather supportive comments for street safety project;

Launch public interest "Neighbors for Safe Streets" billboard campaign in Wards 4, 7 and 8 focused on most problematic intersections.

Enter intended subrecipients.

Washington Area Bicyclist Association (WABA), has over forty-six (46) years years of experience and has earned the reputation of a trusted non-profit through thoughtful, agile, and results-driven service to the community.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$189,933.00		\$189,933.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.4.3 Countermeasure Strategy: Communication Campaign - Ped

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Communication Campaign - Ped

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The highest number of pedestrian injuries are Wednesdays through Fridays and cyclist Monday through Friday.

4 PM to 7 PM.

They are District residents ages 16 – 35 in

Ward 2, 1 and 6 have the highest injury rates

Cyclists between 21 and 40 have the highest incidence of fatalities and injuries.

May and October have the highest rates of serious injuries.

The majority of fatalities indicate pedestrians at fault

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Media activities will use out-of-home, social media and radio advertising that will speak to pedestrians, cyclists and drivers and support law enforcement efforts in specific locations at specific times. McAndrew Company will work with DDOT and MPD in determining location, timing and campaign elements.

Media Objectives

Educate pedestrians, cyclists and drivers on safe behaviors.

Increase the perception of law enforcement activities

Consider top ten intersection intervention

Target Profile

Pedestrians and cyclists 16 to 40

Drivers, all ages

all ages

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

An effective pedestrian and bicyclist safety program must be accompanied by an effective outreach campaign and enforcement. Program evaluation has proven that implementing both elements can achieve the best results.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-2019-08-00-00	Paid Media - Pedestrian Safety	Communication Campaign - Ped

5.4.3.1 Planned Activity: Paid Media - Pedestrian Safety

Planned activity name	Paid Media - Pedestrian Safety
Planned activity number	PS-2019-08-00-00
Primary countermeasure strategy	Communication Campaign - Ped

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Media Strategy

Out-of-home will be used as a primary way to reach pedestrians and drivers in specific locations throughout the city
Some radio will be added to reach drivers in their cars.

Enter intended subrecipients.

McAndrew Company

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Ped

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Paid Advertising (FAST)	\$150,000.00	\$150,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.5 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The vision of the District's Traffic Records Coordinating Committee (TRCC) is to enhance transportation safety and reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. To achieve the Vision, the TRCC developed the following goals:

1. To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
2. To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.
3. To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
4. To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	31.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	417.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Real-time information to First Responders
2019	Improves timeliness of a core highway safety database
2019	Improves completeness of a core highway safety database

5.5.1 Countermeasure Strategy: Real-time information to First Responders

Program area Traffic Records

Countermeasure strategy Real-time information to First Responders

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,

policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

First responders have always been at risk traveling to a scene. And often times those scenes are also in the midst of hazardous roadways. Distracted and negligent drivers create persistent danger. This is not unique to the U.S., it is a global concern every Responder must face. As if navigating the chaos of cities, congestion and traffic to arrive safely and quickly on-scene weren't enough, responders are then expected to perform and assist each other to the highest degree.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In District of Columbia (DC), there are approximately 1200 crashes per year that involved first responders. The following Table clearly shows the details of the crashes in which either a fire truck or police car or an ambulance was involved:

- Fire Truck

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	45	0	0	7
2016	127	0	2	5
2017	113	0	1	6
Jan – April, 2018	41	1	0	4

Police

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	316	0	7	45
2016	956	0	13	150
2017	976	0	13	139
Jan – April, 2018	323	0	0	29

- Ambulance

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015				
2016				
2017				
Jan – April, 2018				

Crash Year	Crash Count	Fatals	Major Inj.	Minor Inj.
Sept - Dec 2015	65	0	0	10
2016	255	0	4	26
2017	212	0	0	24
Jan – April, 2018	71	0	0	6

Strict protocols dictate strategic placement of vehicles and personnel when operating in dangerous roadway conditions. Responders should not have to fear other motorists colliding with them, whether en route or stationary on-scene in equally dangerous situations, also known as “secondary incidents” or the “wake effect.” Drivers are becoming increasingly more distracted by technology and the proliferation of vehicle in-dash or infotainment systems. Seventy-five percent of all vehicles will be connected by 2020, autonomous vehicles are already being deployed in cities around the U.S. and elsewhere, and auto makers are actually trying to make car cabins sound-insulated to provide a “nicer” ride for the driver. All of these issues contribute to more danger for our first responders who serve and protect.

When looking at technology available on DC fire apparatus, there are only 2 ways to notify motorists: brighter lights, and louder sirens. There is a gap in the availability of an alert mechanism to “digitally alert” drivers in the roadway within the District – this has been a long-standing issue in the emergency-response service. The key to the technology is in knowing not just where First Responders are in real-time, but more importantly, when they are actually in “code 3” or “emergency” mode with emergency lights turned on in real-time. This is where the proposed solution in this grant can help to offset the gap in “on-apparatus” technology so that responders when dispatched are capable of (1) generating the needed alert from the apparatus when the emergency lights are activated (2) making sure that alert reaches District driver in time to notify them.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Over 1,300 to 1,500 crashes occur involving a first responder vehicle. When a first responder is involved in a crash while responding to a call involving a crash not only delays much needed medical or other assistance but it can potentially can change a slight injury crash to a much more serious crash. Ensuring that first responders are aware of each other and the general public will ensure an all around safer response.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-07-03	HAAS Alert	Real-time information to First Responders

5.5.1.1 Planned Activity: HAAS Alert

Planned activity name	HAAS Alert
Planned activity number	M3DA-2019-07-03
Primary countermeasure strategy	Real-time information to First Responders

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

1. Procurement, finalization of geographic areas for demonstration, and Baseline establishment – During this activity FEMS will develop contract documentation and procure contractor. FEMS working with the contractor, MPD and DDOT will finalize the geographic area.
2. Establish baseline, Vehicle Planning and Fleet Scheduling for Setup – Key to determining success (or not) is the establishment of baseline metrics. This activity will establish a baseline working with contractor and other stakeholders. In addition, vehicle planning and scheduling for installation will be undertaken. Vehicles will have to be taken offline for a short period so this activity is sensitive.
3. Install Units – the primary activity during this task will be the installation of the units in all vehicles.
4. Test – This activity involves the testing of all units deployed in the system to ensure they are working as intended. The contractor will replace units not functioning according to their specifications.
5. Setup dashboard – The contractor working with FEMS and others will develop/customize the dashboard to the needs of all stakeholders.
6. Monthly metrics – The contractor will provide metric as agreed to all stakeholders including the HSO (as well as real time access).
7. Digital Alerting – During this activity it is expected that the system will alert FEMS and other vehicles where the system is deployed in to potential conflicts and so potentially avoid a hazardous situation.
8. Press Conference – FEMS working in coordination with the HSO will hold a press conference on the system performance and present any metrics in support of the demonstration.
9. Reporting – FEMS working with the contractor will provide monthly, quarterly and a final report on the system performance.

Enter intended subrecipients.

The DC Fire & EMS Department is qualified to participate in the aforementioned grant programs as the agency adheres to and enforces all traffic laws, including the prohibition of cell phone use while operating department vehicles, enforcement of agency and District seatbelt policies and is a drug-free workplace enforced by ongoing random drug screenings as well as annual testing. The agency's Risk Management Division is responsible for safety aspects of motor vehicle operation before, during and after emergency response, including any necessary accident investigation in coordination with the Metropolitan Police Department, if necessary.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Real-time information to First Responders

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$100,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The timely posting of convictions to drivers' records is essential in identifying adverse drivers and maintaining public safety.

The Department of Motor Vehicles (DMV) is responsible for identifying habitual and frequent violators of traffic regulations and is authorized to suspend or revoke the driver's license or driving privilege. DMV receives approximately 2,400 traffic convictions per month from other jurisdictions that are required to be posted to driver's records in the DESTINY system. Currently, there is a backlog of 2,800 convictions and at a rate of 2,400 out-of-state convictions received every month the DMV is challenged with entering all these convictions in a timely manner (average yearly 24,000 – 36,000, defined as a backlog of less than 1 month worth of convictions). Delays in posting convictions to driver records impacts appropriate revocations and suspension actions against adverse drivers and thus the safety of the public.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There are four (4) Service Centers in the District that provide driver license and ID services for approximately 340,000 licensed drivers and 110,000 ID card holders. DMV is responsible for maintaining the driver records of all licensed drivers in the District of Columbia. DMV performs the necessary functions required for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions.

A District resident's driver license can be

Suspended for three months or more for minor moving violations/convictions that are either not paid or that are not paid timely or accumulates 10 points on his or her driver record.

Revoked for six months or more for major moving violations/convictions or accumulates 12 points or more on his or her driver record.

The HSO, on behalf of Mayor of the District of Columbia, is responsible for implementing the District's Highway Safety Program through a partnership with the Federal Government. In support of the HSO goals, the DMV has determined that timely posting of convictions to driver's records is essential in identifying adverse drivers and maintaining public safety.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Approximately 10 percent (approximately 36,000) of all convictions within the DC database originate from out-of-state violations. Entering these into the conviction database (Destiny) is crucial in ensuring that traffic violations are appropriately dealt with and required DC requirements assessed immediately. This strategy has the potential to reduce crashes, injuries and fatalities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-07-01-00 DMV	Backlog of Out-of-state Convictions	Improves timeliness of a core highway safety database

5.5.2.1 Planned Activity: Backlog of Out-of-state Convictions

Planned activity name	Backlog of Out-of-state Convictions
Planned activity number	M3DA-2019-07-01-00 DMV
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

DMV receives approximately 2,400 convictions per month from other jurisdictions. In FY2017, with the assistance of grant funds, DMV entered 14,996 convictions from October 2016 through June 2017, resulting in an average of 1,666 convictions entered per month. Due to the lack of funding availability, DMV was unable to enter convictions from July 2017 through September 2017 resulting in the accrual of an additional backlog of approximately 7,200 convictions. Data entry in current FY2018 should reduce the backlog of convictions from 7,200 to 2,800. Data entry in FY2019 will continue to allow the timely entry of convictions and should eliminate the existing backlog of out-of-state convictions. In FY2019, DMV is requesting additional hours for DMV's knowledgeable staff to enter convictions into the DESTINY system. The convictions will be posted to appropriate DC driver's records. DMV will assign Legal Instrument Examiners to enter the convictions. Convictions will be entered in the evenings and weekends.

The timely entry of out-of-state convictions will contribute to the total number of traffic convictions posted to DC driver records. The entry of convictions and their associated "points" accumulation will result in an increase in suspensions and revocations, thereby removing the driver privilege of adverse drivers and improving public safety.

Enter intended subrecipients.

The District of Columbia Department of Motor Vehicles (DMV) has regulatory authority for licensing, registration, inspection, and adjudication services for the District of Columbia. DMV is responsible for the for issuing, monitoring, and other activities associated with obtaining and maintaining a driving privilege in the District of Columbia.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$70,000.00		\$70,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.3 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

One of top recommendations in the most recent Traffic Records Program Assessment Advisory report was to improve the data dictionary for roadway data inventory and the updates, changes and quality control routines related to that inventory. To achieve this, DDOT has recently collected detailed cross-section data on all roadways in DC. Using these data, DDOT is performing automated extractions of Model Inventory of Roadway Elements (MIRE) data, which consists of 38 Fundamental Data Elements (FDEs). MIRE data are extremely important for states to conduct sufficient safety analysis. As a follow-on task, DDOT is creating additional scripts to extract an additional 81 MIRE data elements in addition to the FDEs extracted above.

The MIRE cross-section data have been captured in a traditional GIS Linear Referencing System (LRS) Database. A major benefit to capturing MIRE data in this way is that MIRE Safety data and traditional LRS roadway inventory data will now live in the same system, using a common roadway centerline reference/linkage. All state Departments of Transportation (DOTs) maintain roadway inventory information using some form of LRS in a relational database.

Safety data present some unique challenges. From our observations, one primary challenge is that safety data have highly complex relationships which are difficult to model in a traditional relational database. While relational databases (such as Oracle or SQL Server) and LRS are generally regarded as the 'standard' way to structure and store roadway information for a state DOT, this choice comes with some notable drawbacks. Relational databases require a predefined structure for the data and any modification to the structure comes with a huge effort and cost. Additionally, complex queries of the data require expert-level database administrator (DBA) on-staff to design and create them. Query speed is critical, but so is agility, since applications evolve far more rapidly than legacy applications. If the required DBA expertise is not available, you must extract, transform and load (ETL) into the system or structure that provides what the analysis requires.

By comparison, a NoSQL (non-relational) database built to be highly flexible and can store the data in multiple ways: column-oriented, document oriented, graph-based or a key-value pair. This NoSQL database provides the features of flexibility, speed of execution of queries, scalability and dynamic data structure. Safety analysts can begin to ask complex questions of the data without having to worry about whether their safety analysis app offers that specific function or query. Application developers with no or very little safety, GIS, or transportation experience can access the data and begin to form queries with very little guidance. Additionally, a non-relational database provides non-experts with an easy-to-query JSON-like format which is Web-ready. The multi-relational nature of highway safety data make the NoSQL model a very good fit.

To incorporate the best features of the NoSQL database going forward, the first option would be to create a prototype of the sample MIRE data in the NoSQL database by loading the data through ETL. We would like to create examples of how the NoSQL approach can serve as the 'Application' data tier, making the underlying MIRE and GIS network data more transparent, accessible and understandable than ever.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Improving the availability of roadway assets to meet and/or exceed the MIRE FDE will allow the District to improve their integrations capability and ultimately road safety decision making. In addition, good documentations allows future users, to have the same understanding as existing users.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Improve road safety decision making.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-07-04	MIRE Data Modeling	Improves completeness of a core highway safety database

5.5.3.1 Planned Activity: MIRE Data Modeling

Planned activity name	MIRE Data Modeling
Planned activity number	M3DA-2019-07-04
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection**

stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The objective of this project would be primarily focused on creating a new model for MIRE safety data by leveraging a NoSQL data model.

For this we propose an initial prototype or Minimum Viable Product (MVP) approach, rather than performing an exhaustive effort of completely loading the data into the NoSQL database. Instead:

1. Develop a safety data schema for the LRS, GIS and MIRE data elements in the NoSQL database.
2. Migrate the data through ETL (Extract-Transform-Load) process.
3. Develop/publish custom Web services which allow the public to query the following core elements and the relational data associated to them:
 - a. Intersections
 - b. Approaches
 - c. Road Segments
4. Develop a sample query Web application to show the performance of the query and dynamic nature of the database. This 'demo' application would allow users to understand how the above-created Web services can be leveraged.
5. Develop a custom 'Streetmix' style Web application that displays the cross-sectional, intersection and/or approach GIS/MIRE data associated at a user-defined location. Additionally, this tool would provide a user feedback option that would pass location information to system admins when data is incorrect and in need of update.
6. Develop a custom 'Streetmix'-style 'widget' that allows for editing of the cross-section data for a given approach/segment. This 'admin' tool would allow for certain users to perform edits upon the NoSQL data. These edits should then be propagated back to the source LRS database.

From the above processes to be incorporated in the NoSQL data model, the District will have more accurate data for enhanced decision making by District Agencies, Grantees, Public, and others.

Enter intended subrecipients.

The District Department of Transportation's Office of Information Technology and Innovation provides information technology oversight for DDOT. OITI manages, maintains and enhances DDOT related both owned and lease information technology infrastructures and solutions. OITI provides full service for technology operational support to all DDOT employees and vendors specifically in the following areas: Applications and Development, Geospatial Data Systems, and Infrastructure and Customer Support. Committed to excellence, the OITI group has developed and/or implemented over 40 different applications/solutions to support the agency's mission and vision of maintaining and improving the city's infrastructure.

OITI, including its staff, has also won numerous awards and accommodations for their tireless commitments and top-notch accomplishments.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$153,000.00		\$153,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The District's Highway Safety Office (HSO) will analyze multiple data sources, including crash and citation data, to develop effective countermeasures that will address the District road safety problems. The HSO coordinates, monitors existing programs, and modifies them based on their progress and success. The HSO is also prepares the District's Strategic Highway Safety Plan (SHSP) and coordinates the District's Traffic Records Committee.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-2019-01-01-00	Program Administration - HSO Coordinator	Planning & Administration
SA-2019-05-01-00	Safety Documents	Planning & Administration

5.6.1 Planned Activity: Program Administration - HSO Coordinator

Planned activity name	Program Administration - HSO Coordinator
Planned activity number	PA-2019-01-01-00
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program Administration - Fund travel, services, supplies and office equipment for the HSO Coordinator.

Enter intended subrecipients.

District Department of Transportation Planning and Sustainability Division. Transportation Safety Office.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Planning and Administration	\$20,000.00	\$20,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2 Planned Activity: Safety Documents

Planned activity name	Safety Documents
Planned activity number	SA-2019-05-01-00
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Prepare required safety reports for the HSO. These activities:

- Identify the District's most significant traffic safety problems.
- Prioritize problems and develop methods to distribute safety funds.
- Develop the annual Highway Safety Plan (HSP) and Annual Report.
- Coordinate the HSP with the SHSP and other state plans.
- Recommending individual grants for funding.
- Develop planned grants.
- Monitor grants.
- Participate on various traffic safety committees and task forces.
- Provide sound fiscal management for traffic safety programs.
- Attend NHTSA meetings and other safety-related trainings.
- Serve as the TRCC Coordinator.
- Provide primary point of leadership and accountability for the Traffic Safety Information Systems activity within the District.
- Prepare a plan to implement traffic safety data improvements.

Recommend forming interagency project teams to develop implementation plans for carrying out the plan objectives.
 Provide executive guidance and coordination for programs, projects, and regulations as they become operational.
 Receive periodic updates from the project teams.
 Update the Procedure manual as needed.
 Update/implement the SHSP strategies, monitor progress and prepare report.

Enter intended subrecipients.

KLS Engineering, LLC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	NHTSA 402	Safe Communities	\$101,723.27	\$101,723.27	
2019	FAST Act NHTSA 402	Safe Communities (FAST)	\$758,000.00	\$758,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-2019-08-04	Pedestrian and Bicyclist Enforcement	Enforcement - Ped and bike
AL-2019-03-00-00 WRAP	Education and Outreach	Communication Campaign - Impaired
M6OT-2019-01-02-00	Enforcement Impaired Driving	High Visibility Saturation Patrols
M1X-2019-00-00- MPD	Occupant Protection Enforcement	Supporting Enforcement - OP
M1PE-2019 14-01-00 MEDIA	Media Campaign	Communication Campaign - OP
PM-2019-05-03-00	Media Campaign - Smooth Operator	Communication Campaign - SO
PT-2019-01-01-00	Police Traffic Services	Enforcement - PTS
FDLPEM-2019-01-01-00	Media Campaign - Impaired	Communication Campaign - Impaired

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

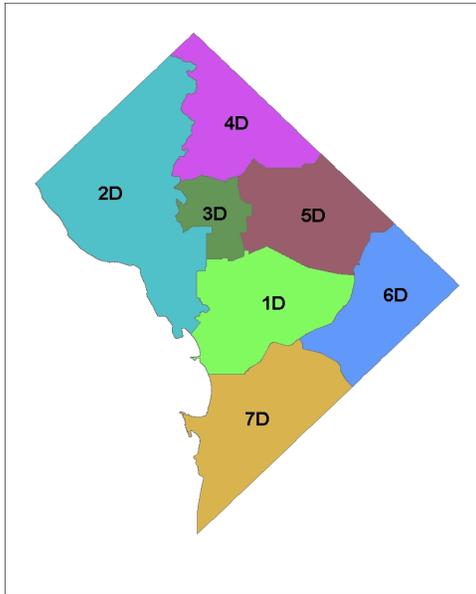
The problem identification process uses the NHTSA's FARS data for fatal crashes and MPD data for serious injuries, which are defined as disabling and non-disabling injuries. These data bases are queried to determine who is involved in a crash (e.g., age, gender, seatbelt use, impairment, etc.), when crashes are occurring (e.g., time of day, day of the week, month, etc.), crash causation factors, (e.g., speed, alcohol, etc.) and where they are occurring. The Highway Safety Plan (HSP) summarizes the problems identified and the District's program areas intended to address these problems. In addition to the data analysis process used in the development of the HSP, the traffic enforcement plan will also look at locations where serious injuries and fatalities are occurring by the Police District, using previous citations and violation data as well as citizen complaints and community feedback.

Enter explanation of the deployment of resources based on the analysis performed.

In the District of Columbia the Metropolitan Police Department (MPD) is the primary law enforcement agency. There are over 4,000 sworn and civilian members in the Department with the mission of safeguarding the District of Columbia and protecting its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems.

The Highway Safety Office (HSO) has a law enforcement program manager who is responsible for the coordination for the District-wide law enforcement projects. The HSO is moving to a more evidence-based practice to assist MPD in creating and refining their approach and providing structure to their traffic safety enforcement effort. This does not replace community-specific knowledge, and it does not remove MPD's authority or responsibility for traffic safety decisions.

The District is made up of seven police districts as shown in Figure 1. Each district is further divided into 7-9 Police Service Areas (PSAs), for a total of 56 PSAs citywide.



The District HSO and MPD's integrated evidence-based traffic safety enforcement methodology will use a hybrid between an integrated enforcement approach and saturation patrols, both of which can be found in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. The methodology will include enforcement of traffic laws pertaining to impairment, speeding, and seatbelt use coupled with enforcement patrols that saturate an area. All enforcement efforts are highly publicized in the local media and describe the effort as an impaired driving campaign. This effort would include uniformed law enforcement officers "saturating" a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve as a deterrent to impaired driving. This hybrid approach will provide a public perception of the risk that driving impaired will result in an arrest.

This overall approach, along with associated national crackdowns and mobilizations, and the District's safety calendar will provide continuous, direct, and general deterrence in impaired driving, aggressive driving, seatbelt use and pedestrian and bicycle safety.

The MPD enforces a zero-tolerance strategy, so that regardless of the enforcement area they are focusing on, they will pull over drivers that are exhibiting unsafe driving behaviors. All MPD officers are encouraged to take part in and support a district-wide enforcement period, even if they do not receive grant funds.

MPD will assist the HSO by conducting overtime enforcement in the following areas:

Saturated Patrol (Impaired Driving) All seven MPD Districts are addressing impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU). If drivers believe that driving impaired is likely to be detected and result in an arrest, conviction and punishment, many will not drive impaired. The TSSEB will continue to coordinate high visibility sobriety checkpoints as well as saturation patrols citywide on a weekly/monthly basis. In addition to the saturation patrols, MPD also participates during the national impaired driving crackdowns in August and December, as well as the Virginia, Maryland and DC's Checkforce Strikepoint campaigns. MPD also conducts a Cops in Shops program. This is a proactive approach which places undercover officers in retail liquor establishments to foil the sale of alcohol to minors as well as to those of legal age who attempt to purchase it for them.

Occupant Protection Enforcement Since the adoption of the national enforcement and media campaign "Click It or Ticket", MPD has supported the program with their enforcement efforts and has worked with neighboring jurisdictions on performing border to border seatbelt mobilizations. MPD also has 40 officers that are Child Passenger Safety Certified Technicians, who participates in the District's Child Passenger Safety – Project Safe-Child program, where child seats are checked or installed and workshops are giving to parents and caregivers on the proper use of child seats.

Smooth Operator (Aggressive Driving) Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicle laws of the District of Columbia. Speed was the primary contributing factor in almost one-third of the fatalities over the past five years. The program consist of four enforcement waves coinciding with media blitzes to inform and educate the public and to stigmatize aggressive driving. Participating law enforcement agencies are also consulted to determine the timing of the law enforcement activities and target demographics. Research and evaluations are conducted yearly to evaluate the program and study the problem and solutions.

Pedestrian/Bike Enforcement (Pedestrian and Bicycle Safety) Over 600 officers have been trained on the District of Columbia's Vehicle Pedestrian and Bicycle laws and regulations but more training is needed. The MPD Academy in conjunction with DDOT's Pedestrian and Bicycle Safety Group are developing an on-line Pedestrian/Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can take remotely from their office or wireless laptop. This should help increase enforcement capability as well as public awareness. The HSO will continue to partner with Maryland and northern Virginia with the Street Smart campaign. This is a public education, awareness and behavioral campaign geared towards pedestrian and bicycle safety. Since 2002, the campaign has used mass media such as radio, newspaper, and transit advertising, to emphasize safe practices and to educate motorists, pedestrians and bicyclists on existing laws and regulations governing the safe use of all transportation facilities, including streets, bicycle lanes, and sidewalks. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists and pedestrians.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

To ensure these law enforcement projects remain relevant and retain the ability to adjust to any situation, various tracking mechanisms will be utilized to enable program managers and law enforcement managers quick insights into the progress of each project. Monthly meetings with the HSO and progress reports will be required from each area a grant was received to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of citations issued and arrests made. This monthly monitoring will allow for subtle or major adjustments within each police district in sufficient time to provide the greatest use of resources.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement - OP

High Visibility Saturation Patrols

Enforcement - PTS

Communication Campaign - SO

Communication Campaign - OP

Communication Campaign - Impaired

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6OT-2019-01-02-00	Enforcement Impaired Driving	High Visibility Saturation Patrols
M1X-2019-00-00- MPD	Occupant Protection Enforcement	Supporting Enforcement - OP
M1PE-2019 14-01-00 MEDIA	Media Campaign	Communication Campaign - OP
FDLPEM-2019-01-01-00	Media Campaign - Impaired	Communication Campaign - Impaired

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click **Add New** to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Metropolitan Police Department

District Department of Transportation

McAndrew Company

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Click It or Ticket (CIOT)

The HSO is aware that the most effective strategy for achieving and maintaining a high seat belt-use rate is to conduct highly publicized, high-visibility enforcement of its primary seat belt laws and will continue to participate in national Click It or Ticket events. The District adopted the national enforcement and media campaign **Click It or Ticket** in 2002 and conducts media and enforcement activities in close concert with NHTSA coordination. Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever and helps increase the District's seat belt usage rate. During each mobilization, officers focus on motorists who fail to wear their seat belts—day and night. However, because nighttime passenger vehicle occupants are among the least likely to buckle up and are the most likely to die in crashes when unrestrained, nighttime enforcement has become a priority of the CIOT mobilization.

The media campaign supported by the McAndrew Company incorporates advertising via cable TV and radio, bonus spots, web links and social media in an effort to increase restraint usage. Pre- and post-surveys are conducted to measure reach and effectiveness with the target audience—males between the ages of 18 and 34.

The MPD performs high-visibility enforcement campaigns throughout the District and MPD conducts a zero tolerance enforcement of the District's seat belt laws. MPD also enforces the District's seat belt laws by regularly conducting saturated patrol in high-risk locations during daylight and nighttime hours. Enforcement increases during CIOT and Child Passenger Safety (CPS) week in the District and supports NHTSA dates in May/June and in September, respectively. In addition to the national campaigns, the District hosts at least two additional campaigns each year in January and March.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement - OP

Communication Campaign - OP

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-00-00- MPD	Occupant Protection Enforcement	Supporting Enforcement - OP
M1PE-2019 14-01-00 MEDIA	Media Campaign	Communication Campaign - OP
OP 2019-05-01-00	Child Passenger Safety	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 70

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 35

Populations served - rural 0

Populations served - at risk 35

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Supporting Enforcement - OP

Communication Campaign - OP

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-00-00- MPD	Occupant Protection Enforcement	Supporting Enforcement - OP
OP 2019-05-01-00	Child Passenger Safety	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 3

Estimated total number of technicians 34

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

11/14/2017

5/3/2018

6/26/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Carole Lewis

Title of State's Traffic Records Coordinator: Chief, Highway Safety Office

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

DC TRCC Executive Group

Organization	Name	Title	Contact Info	Function/ Responsible Area
District Department of Transportation (DDOT)	Carole Lewis	Chief, Transportation Safety Division	202-671-0492 Carole.lewis@dc.gov	Coordinator
	James Graham	GIS and Applications Manage	202-741-5391 James.Graham2@dc.gov	Roadway/GIS Data
Metropolitan Police Department (MPD)	Lamar Greene	Assistant Chief	202-727-9099 lamar.greene@dc.gov	Crash/Citation Data
Superior Court of District of Columbia (DCSC)	Nancy McKinney	Project and Program Manager Criminal Division	202 879 1353 Nancy.mckinney@dc.gov	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Lucinda Babers	Director	202-727-2200 Lucinda.babers@dc.gov	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Barry Gersten	Chief Technology Officer (CTO)	(202) 727-9099 barry.gersten@dc.gov	Roadway/GIS Data
Office of the Attorney General (OAG)	Karl Racine	Attorney General	202) 727-3400 karl.racine@dc.gov	Enforcement/ Adjudication Data
Fire/Emergency Medical Services Department (FEMS)	Gregory Dean	Chief Officer	202-673-3127 Gregory.dean@dc.gov	Emergency Response/Injury Data
Department of Health (DOH)	Torrance Hubbard	Senior Deputy Director, HEPRA	202-671-4222 Torrance.hubbard@dc.gov	Injury (Hospital/ Trauma) Data
Office of the Chief Medical Examiner (OCME)	Lucas Zarwell	Chief Toxicologist	202-698-9004 lucas.zarwell@dc.gov	DUI Testing & support of enforcement/ adjudication efforts

DC TRCC Executive Group

Organization	Name	Title	Telephone No	Function/ Responsible Area
District Department of Transportation (DDOT)	Carole Lewis	Chief, Transportation Safety Division	202-671-0492 Carole.lewis@dc.gov	Coordinator
	Soumya Dey	Director of Research	202-671-1369 soumya.dey@dc.gov	Crash/Traffic Data
	James Graham	GIS Manager	202-741-5391 James.Graham2@dc.gov	Roadway/GIS Data
	Rahul Jain	Safety Engineer	202-741-5337 Rahul.jain@dc.gov	Data Integration
	Jonathan Rogers	Transportation Management Specialist	Jonathan.Rogers@dc.gov	Roadway/GIS Data
	Laura Richards	Freight Planner	202-671-2226 laura.richards2@dc.gov	Coordination with DC Vision Zero efforts
	Lamont Hinton	Program Director, Automated Enforcement Unit	202-576-9265 lamont.hinton@dc.gov	Automated Traffic Enforcement
Metropolitan Police Department (MPD)	Rosa Balarezo	Supervisor, Crime Data Quality	202-727-7765 rosa.balarezo@dc.gov	Crash Data Reporting
	Sgt. Terry Thorne	Sergeant, Homeland Security Tactical Information Division	terry.thorne@dc.gov	Enforcement/Citation
	Jacqueline Hayes	Sergeant	jacqueline.hayes@dc.gov	Crash Data Reporting
Superior Court of District of Columbia (DCSC)	Todd Bischoff	Chief Information Officer	Todd.bischoff@dc.gov	Crash Data Reporting
	Michael Francis	Community Court Coordinator	202-879-1950 michael.francis@dcsc.gov	Enforcement/ Adjudication
Office of the Attorney General (OAG)	Melissa Shear	Traffic Safety Resource Prosecutor	202-724-6633 Melissa.shear@dc.gov	Enforcement/ Adjudication Data
	Thomas Noelle	DUI Paralegal	202-727-3013 Noelle.thomas@dc.gov	Enforcement/ Adjudication Data

Organization	Name	Title	Telephone No	Function/ Responsible Area
	Connaught O'Connor	DUI Prosecutor	202-727-3224 Mary.oconnor@dc.gov	Enforcement/ Adjudication Data
	Jemine Trough	DUI Prosecutor	202-727-9278 Jemine.Trough@dc.gov	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Rick Whitley	IT Project Manager	202-729-7103 Rick.whitley@dc.gov	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Mario Field	IT Specialist	202-727-1761 mario.field@dc.gov	Roadway/GIS Data
	Erik Johnson	Program Analyst – GIS	202-698-1291 Erik.Johnson@dc.gov	Emergency Response/Injury Data
Fire/Emergency Medical Services Department (FEMS)	Sherrrod Thomas	Director- Training Division	202-673-3245 sherrrod.thomas@dc.gov	Emergency Response/Injury Data
	Sean Egan	Captain, Engine Company No. 1	202-673-3201 sean.egan@dc.gov	Emergency Response/Injury Data
	Dr. Fern-Johnson Clarke	Senior Deputy Director Center for Policy, Planning, and Evaluation	202-442-9032 fern.johnson-clarke@dc.gov	Vital Statistics Data
	Dr. Brian Amy	Chief Medical Officer	202-671-0705 Brian.amy@dc.gov	Trauma Repository
Department of Health (DOH)	Anneta Arno	Director, Office of Health Equity	anneta.arno@dc.gov	Trauma Repository
	Terra Abrams	State Registrar	202-442-9029 Terra.abrams@dc.gov	Vital Statistics Data
	Monica Roundtree	Vital Statistics Specialist	202-442-5922 Monica.roundtree@dc.gov	Vital Statistics Data
Office of the Chief Medical Examiner (OCME)	Lucas Zarwell	Chief Toxicologist	202-698-9004 lucas.zarwell@dc.gov	DUI Testing & support enforcement/ adjudication efforts

Organization	Name	Title	Telephone No	Function/ Responsible Area
	Samantha T'olliver	Deputy Chief Toxicologist	Samantha.tolliver@dc.gov	DUI Testing & support enforcement/ adjudication efforts
	Charis Wynn	Toxicologist	charis.wynn2@dc.gov	DUI Testing & support enforcement/ adjudication efforts
FHWA	James Austrich	Program Manager , National TIM Responder Training	202-366-0731 James.austrich@dot.gov	
	Bernard McWay	Division Program Specialist	202-219-3549 bernard.mcway@dot.gov	Commercial Motor Vehicle Crash Reporting
FMCSA	Joseph Shea	D.C. Division Administrator	202-219-3550 joe.shea@dot.gov	Commercial Motor Vehicle Crash Reporting
	Rod Chu	Region 3 Program Manager	410-962-0058 Rod.chu@dot.gov	
NHTSA	Stephanie Hancock	Program Manager	410-962-0063 Stephanie.hancock@dot.gov	
Howard University	Stephen Arhin	Traffic Data Center	202-806-4798 saarhin@Howard.edu	Crash/Traffic Data Analysis and Research
George Washington University (GWU) Hospital	Lois Collins	Director, Trauma Center	Lois.Collins@gwu-hospital.com	Trauma Data Repository
	Helaina Roisman	Injury Prevention & Outreach Coordinator	Helaina.roisman@gwu-hospital.com	Trauma Data Repository

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Data System

Recommendations

Assessment

Crash	<ol style="list-style-type: none">1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Vehicle	<ol style="list-style-type: none">1. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.2. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the3. Traffic Records Program Assessment Advisory.4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Driver	<ol style="list-style-type: none">1. Improve the data dictionary for the Driver data system to reflect best practices identified in the2. Traffic Records Program Assessment Advisory.3. Improve the interfaces with the Driver data system to reflect best practices identified in the4. Traffic Records Program Assessment Advisory.5. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Roadway	<ol style="list-style-type: none">1. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.2. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Citation / Adjudication	<ol style="list-style-type: none">1. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.2. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
EMS / Injury Surveillance	<ol style="list-style-type: none">1. Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.2. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.3. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.4. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Data System

Recommendations

Assessment

Data System	Recommendations	
Assessment		
Crash	<ol style="list-style-type: none"> 1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 4. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	Items 1 -4 are ongoing
Vehicle	<ol style="list-style-type: none"> 1. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	Items 5 to 7 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.
Driver	<ol style="list-style-type: none"> 4. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 5. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	Items 8 to 10 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.
Roadway	<ol style="list-style-type: none"> 7. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	Ongoing through projects ongoing and planned
Citation / Adjudication	<ol style="list-style-type: none"> 9. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 10. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	<p>Item 13 being address through the District effort to advance electronic citation. Phase 1 – pilot testing of e-citation and data transfer to DMV completed, Phase 2 – acquisition of additional e-citation writers ongoing.</p> <p>Item 14. Phase 3 – modification to DMV database to include all requirements TBD.</p>
EMS / Injury Surveillance	<ol style="list-style-type: none"> 11. Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory. 12. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 13. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 14. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	<p>The District is in the process of finalizing the first Trauma Repository expected to be completed by December 2018. The advancement to ISS requires significant funding which is not available at this time. Schedule TBD.</p>

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
SA-2019-05-01-00	Safety Documents	Planning & Administration
PT-2019-01-01-00	Police Traffic Services	Enforcement - PTS

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Data System	Assessment	Recommendations
Vehicle	<ol style="list-style-type: none"> 1. Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	<p>Items 5 to 7 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
Driver	<ol style="list-style-type: none"> 4. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 5. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	<p>Items 8 to 10 require significant infusion of funding estimated at 5 – 7 M, the existing system (“legacy”) has to be completely redone. All items will be addressed when this is being developed.</p>
EMS / Injury Surveillance	<ol style="list-style-type: none"> 7. Improve the description and contents of the Injury Surveillance systems (ISS) to reflect best practices identified in the Traffic Records Program Assessment Advisory. 8. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 9. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 10. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	<p>The District is in the process of finalizing the first Trauma Repository expected to be completed by December 2018. The advancement to ISS requires significant funding which is not available at this time. Schedule TBD.</p>

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

Prior to 2016/7 the turnaround time for drug positive casework was in many cases greater than 90 days. The HSO office have worked with OCME to significantly reduce the turn-around and thus provide DUI test information to OAG in a timelier manner. This will ensure that the courts and DMV have the information in a timely manner to adjudicate the respective case. The goal is to have at least 50 percent of all cases back to OAG within 30 days by 2019.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 6/27/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS